

October 27, 2020  
5:00 p.m.  
**Conference Call:**  
**1-929-205-6099**  
**Access Code:**  
**912096416**

## CITY COUNCIL

### A. Roll Call

### B. Invocation – Councilmember Seekings

### C. Pledge of Allegiance

### D. Presentations and Recognitions

1. Proclamation recognizing Jamee Haley and Buy Local Season

### E. Public Hearings

*(City Council may give second reading, order to third reading, give third reading, and order engrossed for ratification any bill listed on the agenda as a second reading.)*

**Please use one of the following methods to request to speak at the meeting or provide comments for City Council. Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, October 27th:**

- 1. Request to speak (via Zoom or telephone) or leave a comment via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;**
- 2. Request to speak (via Zoom or telephone) or leave a comment for City Council by completing the form at <http://innovate.charleston-sc.gov/comments/>.**
- 3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401**

1. Receive input from the public regarding the proposed 2021 City Budget
2. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 102 President Street (Peninsula) (approximately 0.619 acre) (TMS #460-11-04-023) (Council District 6), be rezoned from 4 Story Old City Height District classification to 5 Story Old City Height District classification. The property is owned by 96 President Street, LLC.
3. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by changing the Zone Map, which is a part thereof, so that properties located on Morrison Drive, Romney Street, and North Romney Street (Laurel Island and Peninsula) (Charleston County TMS Nos. 459-02-00-013, 461-13-03-024, 464-00-00-002, 464-00-00-006,

464-00-00-023, 464-00-00-038) be deleted from the Old City Height District Zoning Maps.  
(**SECOND READING**)

4. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that properties located on Morrison Drive, Romney Street and North Romney Street (Laurel Island) (approximately 196.1 acres) (TMS # 464-00-00-006, 002, 023, 038, 459-02-00-013, and 461-13-03-024) (Council District 4), be rezoned from General Business (GB), Heavy Industrial (HI), Upper Peninsula (UP) and Diverse Residential (DR-3) classification to Planned Unit Development (PUD) (Laurel Island) classification, with the Planned Unit Development guidelines attached hereto and incorporated herein by reference to serve as the Development Plan for such property. The property is owned by Charleston County and LRA Promenade North LLC. (**AS AMENDED**) (**SECOND READING**)
5. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending sections of the Magnolia Planned Unit Development (PUD) Master Plan and Development Guidelines related to net density, permitted uses and temporary parking standards to Heriot Street, Braswell Street, Milford Street, Oceanic Street & Hagood Road (Magnolia PUD – Peninsula Neck) (approx. 189.49 acres) (TMS# 464-00-00-012, 025, 026, 028, 029, 030, 039 & 040; 464-13-00-008, 011, 012, 013 & 023; 466-00-00-016, 017, 018, 019, 028 through 037, 044, 046, 049, & 051) and to rezone TMS# 466-00-00-043 so as to be included in the Planned Unit Development (PUD).
6. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending the Wando Village Planned Unit Development (PUD) Master Plan and Development Guidelines to allow for a sound barrier for a portion of the property adjacent to the newly widened Highway 41 roadway and new bridge for 546 Riverbend Trail & Hwy 41 (Wando Village PUD – Cainhoy) (approx. 66.50 acres) (TMS# 263-00-04-001 & 057).
7. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 1569 North Pinebark Lane (West Ashley) (approximately 0.27 acre) (TMS# 353-15-00-033) (Council District 7), annexed into the City of Charleston September 22, 2020 (#2020-133), be zoned Single-Family Residential (SR-1) classification. The property is owned by Elizabeth and Nicholas Curry.

**F. Act on Public Hearing Matters**

**G. Approval of City Council Minutes:**

1. October 13, 2020

**H. Citizens Participation Period**

**Please use one of the following methods to request to speak at the meeting or provide comments for City Council. If requesting to speak, you must join by telephone using the conference call number listed at the top of the agenda. Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, October 27th:**

- 1. Request to speak or leave a comment via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;**



**2. Sign-up to speak or leave comments for City Council by completing the form at <http://innovate.charleston-sc.gov/comments/> by Tuesday, October 27<sup>th</sup> at 12:00 p.m.**

**3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401**

**I. Petitions and Communications:**

1. Approval of Appointments:

i. Tourism Commission:

Barry Kalinsky (Reappointment)

Ernest Long (Reappointment)

James Saboe (Reappointment)

Alphonso Brown (Reappointment)

Chad Yonce (Reappointment)

Victoria Moore (New Appointment)

Darryl Wade (New Appointment)

Yvonne Broaddus (New Appointment)

2. Central Business District Improvement Commission Report – *Meg Thompson, Director of Business and Neighborhood Services*

3. Health and Wellness Advisory Committee Report – *Dr. Susan Johnson, MUSC*

(i) Approval of “Health in All” Policies

4. Update on the City's response to COVID-19 - *Mayor John J. Tecklenburg, Shannon Scaff, Emergency Management Director, and Tracy McKee, Chief Innovation Officer*

5. Executive Order Continuing the Declaration of State of Emergency in response to COVID-19 Virus Outbreak

6. Emergency Ordinance extending certain emergency ordinances related to COVID-19

7. Update on in-person Council and Committee meetings – *Tracy McKee, Chief Innovation Officer, Wes Ratterree, Chief Information Officer, and Rick Markiewicz, Director of Safety*

**J. Council Communications:**

1. Discussion on amplification of speaking during Carriage Tour Rides by the Tour Guide (*Requested by Councilmember Harry J. Griffin*)

## **K. Council Committee Reports:**

### **1. License Committee: (Meeting was held Monday, October 26, 2020 at 3:00 p.m.)**

- a. An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 21, to add a new section thereto to prohibit the sampling of food, drink, and non-consumable products to pedestrians on the public right-of-way in the central business district.

*Give first reading to the following bill from the License Committee:*

An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 21, to add a new section thereto to prohibit the sampling of food, drink, and non-consumable products to pedestrians on the public right-of-way in the central business district.

### **2. Committee on Public Works and Utilities: (Meeting was held Monday, October 26, 2020 at 4:00 p.m.)**

#### **a. Request to Set a Public Hearing**

- (i) Request to set a Public Hearing on the Closing and Abandonment of a portion of St. Philip Street. *(Resolution and Ordinance)*
- (ii) Request to set a Public Hearing to Close and Abandon a curb cut portion of Farr Street, Daniel Island, Parcel X1, Phase 2. *(Resolution and Ordinance)*

#### **b. Acceptance and Dedication of Rights-of-Way and Easements:**

- (i) Accept a revised Exclusive Stormwater Drainage Easement over that certain property located at 4009 E. Amy Lane (Charleston County TMS NO. 279-00-00-436). *(Resolution)*

#### **c. Public Service Updates:**

- (i) Discussion of Captiva Row/Ashley Hall Plantation R/W Improvements  
(Requested by Councilmember Keith Waring)
- (ii) Update on Belle Terre CO's (Requested by Councilmember Keith Waring)

#### **d. Stormwater Management Department Update:**

- (i) Approval to enter into a Memorandum of Agreement with Charleston County and the Town of James Island to jointly assess and monitor the James Island Creek Watershed to comply with terms of the SCDHEC Total Maximum Daily Load (TMDL). Approval authorizes annual City expenditures of up to \$25,000 towards these efforts from the Stormwater Operations account.
- (ii) Approval of an emergency road and brick arch storm drain repair on King St near Lamboll St by Palmetto Gunitite Construction Company, Inc., for \$59,750.

#### **e. Discussion of 5G/Wireless Issues**



*Give first reading to the following resolutions and bills from Public Works and Utilities:*

A Resolution authorizing the Mayor to request that the South Carolina Department of Transportation ("SCDOT") remove from the secondary highway system a portion of Saint Philip Street running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street (the "property"); authorizing the Mayor to execute all necessary document to accept from SCDOT maintenance responsibility and title to the property; and setting a public hearing for the closing and abandonment of the property by the City.

An ordinance authorizing the Mayor to execute Quit Claim Deeds and any other necessary documents, approved as to form by the Office of Corporation Counsel, to the owners of those properties abutting each side of the portion of Saint Philip Street running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street.

A Resolution to set a public hearing to close and abandon a portion of Farr Street, formerly known as Pierce Street, by the City.

An ordinance authorizing the Mayor to execute a Quit Claim Deed and any other necessary documents, approved as to form by the Office of Corporation Counsel, to convey a portion of Farr Street, formerly known as Pierce Street, to Daniel Island Associates L.L.C.

A Resolution authorizing the City to accept a revised Exclusive Stormwater Drainage Easement over that certain property located at 4009 E. Amy Lane (Charleston County TMS No. 279-00-00-436).

### **3. Committee on Ways and Means:**

(Bids and Purchases)

(Police Department: Approval to submit an application to the SCDPS Coverdell Forensic Science grant program for \$73,950 to be used to fund forensics equipment related to the opiate crisis. This grant is due on October 30, 2020. There is no match required for this grant.

(Police Department: Approval to sign into a 3 year commercial lease agreement with the Charleston Housing Authority for use of a community space located within Gadsden Green to be utilized by the Police Department.

(Fire Department: Approval to accept the 2020 State Homeland Security grant in the amount of \$75,500 for Charleston FD Collapse Search and Rescue Team. There is no financial impact with this grant in the FY19 or 20 Budget. This is a no match grant.

(Parks Department: Approval to submit the Keep South Carolina Beautiful 2021 Annual Support Grant (Palmetto Pride) in the amount of \$10,000 for Keep Charleston Beautiful cleanup, beautification, and education programs. The grant application needs to be submitted by November 1, 2020. A City match is not required.

(Office of Cultural Affairs: Approval to apply for a grant in the amount of \$5,000 from the Joanna Foundation to support education and outreach efforts for the MOJA Arts Festival in 2020 continuing to the first half of 2021. A City match is not required.

(Housing and Community Development: Request the Mayor and City Council approve an after-the-fact grant request in the amount of \$10,000 to the Sisters of Charity Foundation (SOC). The grant when received would support the Warming Center. The Warming Center will be provided for unsheltered persons at the Arthur Christopher Community

Center when the weather falls below a certain temperature. Two providers, Hibben United Methodist Church and Aldersgate United Methodist are not providing the services this year due to the COVID-19 Pandemic. The building owned by Charleston County located in North Charleston, where similar services were also provided is currently under renovation and will no longer be available for these services. This grant assists in meeting the budgetary needs of this initiative. A budget is attached for your information along with the application submitted to the Sisters of Charity Foundation. No match is required for this grant.

(Housing and Community Development: Request the Mayor and City Council approve an after-the-fact grant request in the amount of \$50,000 to the Coastal Community Foundation (CCF). The grant when received would support the Warming Center. The Warming Center will be provided for unsheltered persons at the Arthur Christopher Community Center when the weather falls below a certain temperature. Two providers: Hibben United Methodist Church and Aldersgate United Methodist are not providing the services this year due to the COVID-19 Pandemic. The building owned by Charleston County located in North Charleston, where similar services were also provided is currently under renovation and will no longer be available for these services. This grant assists in meeting the budgetary needs of this initiative. A budget is attached for your information along with the application submitted to the Coastal Community Foundation. No match is required for this grant.

(Housing and Community Development: Approval of an after-the-fact submission of an award application to the U.S. Conference of Mayors in the amount of \$150,000 to develop six affordable housing units in partnership with the Charleston Redevelopment Corporation. There is no required nor recommended match. The application was submitted on October 9, 2020 in order to meet the deadline.

(Stormwater Management: Approval to enter into an agreement with Charleston County and the Town of James Island to jointly assess and monitor the James Island Creek Watershed to comply with terms of the SCDHEC Total Maximum Daily Load (TMDL). Approval authorizes annual City expenditures of up to \$25,000 towards these efforts. Funding will be budgeted in the 2021 Stormwater Utility Fund.

(Parks-Capital Projects: Approval of a Professional Services Contract with Bennett Engineering for the preservation of the St. Julian Devine Community Center Smoke Stacks in the amount of \$160,000.00 with a \$40,000.00 contingency for additional design work. Approval of this Professional Services Contract will obligate \$200,000.00 of the project budget \$3,146,883.26. Funding sources for this project are: 2015 General Fund Reserves (\$250,000.00), 2018 General Fund Reserves (\$400,000.00), Cooper River Bridge TIF (\$2,340,000.00), and Charleston Parks Conservancy Contribution (\$156,883.26). ***(This contract is based on the recommendation of the Committee on Ways and Means at their meeting on October 13, 2020.)***

(Fire Department: Approval to purchase a 2007 Pierce ladder truck in the not-to-exceed amount of \$225,000 for reserve use by the department. The funding for this purchase will be from the sale of an existing piece of apparatus owned by the department. Sale proceeds are expected to exceed the cost of this ladder truck.)

(Mayor and City Council approval is requested to amend the option to lease between the City of Charleston (herein, called the Landlord), Flatiron Partners, L.L.C., a North Carolina limited liability company and Classic Development Company, L.L.C., a South Carolina limited liability company (collectively, herein called "Tenant") to extend the date of the Option to Lease from September 30, 2020 to December 31, 2020. The extension



to the option to lease will allow the Tenant to secure final approval from the Design Review Committee (DRC) and Technical Review Committee (TRC) for the development of the James Lewis Jr., Apartments.

(Authorize the Mayor to execute the Agreement of Purchase and Sale between the City of Charleston and Robert T. DeSaussure for the sale of 915 Sycamore Street for \$201,637. Mr. DeSaussure will receive \$50,000 in downpayment assistance from the City of Charleston, secure lender financing of \$151,637, and pay his closing costs. This property is one of 7 new houses recently constructed in the Ashleyville-Maryville neighborhood and is targeted to individuals and/or families earning up to 80% of the Area Median Income. The property is deed-restricted, subject to the City of Charleston Single Family Affordable Housing Restrictive Covenants with an affordability period of 90 years. (TMS: 418-11-00-205; 915 Sycamore Street) [Ordinance]

(An ordinance authorizing the Mayor to execute Quit Claim Deeds and any other necessary documents, approved as to form by the Office of Corporation Counsel, to the owners of those properties abutting each side of the portion of Saint Philip Street running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street. **(Also to be considered by the Committee on Public Works and Utilities)**)

(An ordinance authorizing the Mayor to execute a Quit Claim Deed and any other necessary documents, approved as to form by the Office of Corporation Counsel, to convey a portion of Farr Street, formerly known as Pierce Street, to Daniel Island Associates L.L.C. **(Also to be considered by the Committee on Public Works and Utilities)**)

*Give first reading to the following bills from Ways and Means:*

An ordinance authorizing the Mayor to execute on behalf of the City of Charleston ("City") an Agreement of Purchase and Sale, in which the City agrees to sell to Robert T. Desaussure ("Buyer") the property located at 915 Sycamore Avenue (Charleston County TMS No. 418-11-00-205) (West Ashley) (Maryville/Ashleyville) for \$201,637.00, with Buyer to receive \$50,000.00 in down payment assistance from the City, subject to the City of Charleston Single-Family Affordable Housing Restrictive Covenants, with an affordability period of ninety (90) years.

An ordinance authorizing the Mayor to execute Quit Claim Deeds and any other necessary documents, approved as to form by the Office of Corporation Counsel, to the owners of those properties abutting each side of the portion of Saint Philip Street running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street.

An ordinance authorizing the Mayor to execute a Quit Claim Deed and any other necessary documents, approved as to form by the Office of Corporation Counsel, to convey a portion of Farr Street, formerly known as Pierce Street, to Daniel Island Associates L.L.C.

#### **L. Bills up for Second Reading:**

***(City Council may give second reading, order to third reading, give third reading, and order engrossed for ratification any bill listed on the agenda as a second reading.)***

1. *An ordinance to adopt and amend the Business License Ordinance for the City of Charleston, South Carolina for the fiscal year commencing January 1, 2021.*
2. *An ordinance amending Chapter 27 of the Code of the City of Charleston, by amending the Flood Hazard Prevention and Control Requirements in Article II, Division 3, Section 27-103, to add a new definition for "violation."*
3. *An ordinance to amend Chapter 2, Sections 398 and 399, to expand the responsibilities of the Poet Laureate, to clarify the term of service to include multiple terms, to include public funding as a funding source, and to provide an annual stipend.*
4. *An ordinance to reduce appropriations of the City of Charleston for the fiscal year ending December 31, 2020.*
5. *An ordinance to recognize the revenue losses incurred and the usage of additional funds to meet the appropriations authorized by Ordinance 2020-\_\_\_ for the fiscal year ending December 31, 2020.*
6. *An ordinance authorizing the Mayor to execute on behalf of the City the necessary documents to enter into that certain Third Amendment to Lease Agreement between the City, as Landlord, and Ecovest – East Shed, LLC, as tenant, pertaining to the property commonly known as the East Shed, located at 23 Ann Street, in the City of Charleston, State of South Carolina. Said Third Amendment to Lease Agreement being attached hereto as Exhibit A and incorporated by reference herein.*
7. *An ordinance to provide for the annexation of property known as 1824 Sandcroft Dr (0.23 acre) (TMS# 353-14-00-220), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 7. The property is owned by Jack and Samantha Reipke.*
8. *An ordinance to provide for the annexation of property known as property on Wappoo Road (0.38 acre) (TMS# 350-14-00-086), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Joshua Brandner and Dan Tollens.*
9. *An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by changing Part 16 (Cluster Development) of Article 2 (Land Use Regulations) to add a new Sec. 54-299.16, providing that cluster developments will no longer be permitted for new developments. (DEFERRED FOR PUBLIC HEARING)*
10. *An ordinance to provide for the annexation of property known as 772 Yaupon Drive (approx. 2.3 acre) (TMS# 263-00-04-038), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1. The property is owned by Beverly D. and James P. Rardin. (DEFERRED AT THE REQUEST OF THE APPLICANT)*
11. *An ordinance to provide for the annexation of property known as 3338 Maybank Highway (approx. 1.1 acre) (TMS# 279-00-00-035), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Consultants, LLC. (DEFERRED AT THE REQUEST OF THE APPLICANT)*



12. *An ordinance to provide for the annexation of property known as 3328 Maybank Highway (approx. 4.588 acre) (TMS# 279-00-00-031), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Kulick Properties, LLC. (DEFERRED AT THE REQUEST OF THE APPLICANT)*
13. *An ordinance to provide for the annexation of property known as 3320 Maybank Highway (approx. 2.278 acre) (TMS# 279-00-00-029), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by 1108 St Gregory St, LLC. (DEFERRED AT THE REQUEST OF THE APPLICANT)*
14. *An ordinance to provide for the annexation of property known as 1720 Pinecrest Road (0.22 acre) (TMS# 351-12-00-038), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 9. The property is owned by Elizabeth White. (DEFERRED)*
15. *An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that Ashley River Road (West Ashley) (1.53 acres) (TMS #354-12-00-004) (Council District 2), be rezoned from Single-Family Residential (SR-1) classification to Limited Business (LB) classification. The property is owned by Laura M. Smith. (DEFERRED)*
16. *An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending applicable sections related to Planning Commission composition to establish commission member alternates and to update other applicable sections related to Planning Commission Rules and Procedures. (DEFERRED FOR PUBLIC HEARING)*
17. *An ordinance to amend Chapter 27, Stormwater Management and Flood Control, of the Code of the City of Charleston, to add a new Article IV to provide fill requirements for all new construction, developments, and redevelopments within the City. (DEFERRED)*
18. *An ordinance to amend Chapter 29, Article V1, Sec. 29-240 of the Code of the City of Charleston pertaining to the procedure of accident reporting. (DEFERRED)*
19. *An ordinance to amend Article III (Stormwater Management Utility) of Chapter 27 (Stormwater Management and Flood Control) of the Code of the City of Charleston, South Carolina, by eliminating the "Homestead Exemption" in Sec. 27-140(a), applicable to the payment of Stormwater Utility Fees; by deleting Sec. 27-132(j), (k), and (l), which contain certain findings associated with the adoption of the "Homestead Exemption" with respect to Stormwater Utility Fees; and to provide that the elimination of the "Homestead Exemption" in Sec. 27-140(a) shall not apply until January 1, 2020. (DEFERRED FOR PUBLIC HEARING)*

#### **M. Bills up for First Reading**

1. *An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by changing the Zone Map, which is a part thereof, to include within the Sheppard Street PUD, established by Ordinance No. 2020-125, a portion of the right-of-way for Saint Philip Street, running southeasterly from a dead end at the Septima P. Clark Parkway (US*

Highway 17) to the northwestern right-of-way line of Sheppard Street (unzoned right-of-way) (Council District 3), with the Planned Unit Development guidelines attached to Ordinance No. 2020-125 to serve as the development plan for such property.

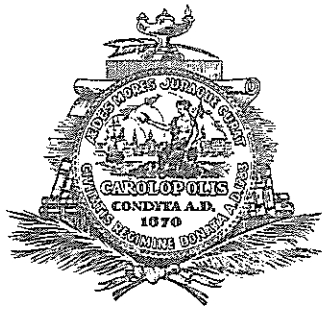
2. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 1815 Beechwood Road (West Ashley) (0.65 acre) (TMS #354-07-00-101) (Council District 2), be rezoned from Single-Family Residential (SR-6) classification to Diverse Residential (DR-6) classification. The property is owned by Matt and Angela Chambers. *(DEFERRED)*
3. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) to make rooftop eating and drinking places subject to the approval of a special exception in the GB, UC, MU-2, MU-2/WH, and UP base zoning districts, adopt regulations for rooftop eating and drinking places in the GB, UC, MU-2, MU-2/WH, and UP base zoning districts, and prohibit rooftop eating and drinking places in all other base zoning districts. *(DEFERRED)*

#### **N. Miscellaneous Business:**

1. The next regular meeting of City Council will be Tuesday, November 10, 2020 at 5:00 p.m.

In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation or other accommodation please contact Janet Schumacher at (843) 577-1389 or email to [schumacherj@charleston-sc.gov](mailto:schumacherj@charleston-sc.gov) three business days prior to the meeting.





### PROCLAMATION

- WHEREAS,** the City of Charleston is proud to join with Lowcountry Local First (LLF) in supporting and celebrating Charleston's local-independent businesses and the impact they have on the City's culture, economy and character; and
- WHEREAS,** with all local businesses feeling the impacts of the COVID-19 crisis, our support is more crucial than ever to help pivot consumer spending to our community-based businesses whenever possible; and
- WHEREAS,** by "Buying Local," Charleston's residents embrace this unique, vibrant community and recognize that it's the one-of-a-kind businesses that keep us from becoming "Anywhere, USA" and encourage a strong sense of pride in place; and
- WHEREAS,** by "Buying Local," Charleston's residents create prosperity for all. The "multiplier effect" of locals choosing locals creates diverse job opportunities, protecting us from the effects of economic downturns; and
- WHEREAS,** by "Buying Local," Charleston's residents help to improve and protect the environment. The purchasing habits, central location and smaller footprint of local businesses often results in less pollution and congestion; and
- WHEREAS,** by "Buying Local," Charleston's residents keep money circulation in the local economy. For every \$100 spent at a local-independent business, \$45 goes back into the community, versus only \$14 when spent at a national chain store; and
- WHEREAS,** by "Buying Local," Charleston's residents support a healthy and happy community. Studies show that those who live in communities where local-independent businesses are the norm are healthier – and thus happier; and
- WHEREAS,** Lowcountry Local First was founded nearly 15 years ago under the direction of Jamee Haley; she has led the organization through tremendous growth during her tenure: creating a movement around buying local, changing consumer purchasing practices, and providing public education on the economic benefits of supporting community businesses; and
- WHEREAS,** Haley and the LLF team have helped strengthen small businesses, increase the number of farmers in the region, and prioritize minority-owned businesses; and
- WHEREAS,** founding Executive Director Jamee Haley has announced her departure from the nonprofit organization on December 31; and
- WHEREAS,** by acknowledging November 1 through December 31, 2020 as Buy Local Season, the City of Charleston supports our local businesses that create jobs, boost our local economy and preserve our neighborhoods. I urge all citizens to join in this celebration and to Buy Local for the holidays and throughout the year.

**NOW THEREFORE, I, John J. Tecklenburg, Mayor of Charleston, South Carolina, do hereby proclaim November 1 – December 31, 2020 as**

### **BUY LOCAL SEASON**

and December 31, 2020 as "Jamee Haley Day"

### **JAMEE HALEY DAY**

IN WITNESS WHEREOF, I do hereby set my hand, and cause the seal of Charleston to be affixed, this 27<sup>th</sup> day of October in the year of 2020.

\_\_\_\_\_  
John J. Tecklenburg, Mayor



## PUBLIC HEARING

The public is hereby advised that the City Council of Charleston will hold a public hearing Tuesday, October 27, 2020 beginning at 5:00 p.m. via Conference Call # 1-929-205-6099, Access Code **912 096 416**, to receive input from the public regarding the proposed 2021 City Budget. The public may participate using one of the following options:

Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, October 27th:

1. Request to speak (via Zoom or telephone) or leave a comment for City Council via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;
2. Request to speak (via Zoom or telephone) or leave a comment for City Council by completing the form at <http://innovate.charleston-sc.gov/comments/>
3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401

Jennifer Cook  
Interim Clerk of Council

In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL interpretation, or other accommodation please contact Janet Schumacher (843) 724-3730 or mail to [schumacherj@charleston-sc.gov](mailto:schumacherj@charleston-sc.gov) three days prior to the meeting.

0 - 10/27/20

## PUBLIC HEARING

The public is hereby advised that the City Council of Charleston will hold a public hearing Tuesday, October 27, 2020 beginning at 5:00 p.m., via Conference Call # 1-929-205-6099, Access Code 912 096 416, on the request that the Zoning Ordinance of the City of Charleston be changed in the below respects. The public may participate using one of the following options:

Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, October, 27th:

1. Request to speak (via Zoom or telephone) or leave a comment for City Council via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;
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3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401

### REZONINGS

1. To rezone 102 President Street (Cannonborough-Elliottborough – Peninsula) (Approx. 0.619 acre) (TMS # 460-11-04-023) from Old City Height District 4 to Old City Height District 5.
2. To rezone properties on Morrison Drive, Romney Street & North Romney Street (Laurel Island - Peninsula) (Approx. 191.6 acres) (TMS # 459-02-00-013, 461-13-03-024 & 464-00-00-002, 006, 023 & 038) so that subject properties are deleted from the Old City Height District Overlay zoning maps.
3. To rezone properties located on Morrison Drive, Romney Street and North Romney Street (Laurel Island) (Approximately 196.1 acres) (TMS# 464-00-00-006, 002, 023, 038, 459-02-00-013, and 461-13-03-024) (Council District 4), from General Business (GB), Heavy Industrial (HI), Upper Peninsula (UP) and Diverse Residential (DR-3) classifications to Planned Unit Development (PUD) (Laurel Island) classification, with the Planned Unit Development guidelines attached hereto and incorporated herein by reference to serve as the Development Plan for such property.

### ORDINANCE AMENDMENT & REZONING

1. To amend sections of the Magnolia Planned Unit Development Master Plan and Development Guidelines related to net density, permitted uses and temporary parking standards to Heriot Street, Braswell Street, Milford Street, Oceanic Street & Hagood Road (Magnolia PUD – Peninsula Neck) (Approx. 189.49 acres) (TMS# 464-00-00-012, 025, 026, 028, 029, 030, 039 & 040; 464-13-00-008, 011, 012, 013 & 023; 466-00-00-016, 017, 018, 019, 028 through 037, 044, 046, 049, & 051) and to rezone TMS# 466-00-00-043 so as to be included in the Planned Unit Development (PUD).

### ORDINANCE AMENDMENT

1. To amend the Wando Village Planned Unit Development Master Plan and Development Guidelines to allow for a sound barrier for a portion of the property adjacent to the newly widened Highway 41 roadway and new bridge for 546 Riverbend Trail & Hwy 41 (Wando Village PUD – Cainhoy) (Approx. 66.50 acres) (TMS# 263-00-04-001 & 057).

### ZONING

To zone the following property annexed into the City of Charleston:

1. 1569 N Pinebark Lane (N Pinepoint - West Ashley) (0.27 acre) (TMS # 353-15-00-033) Single-Family Residential (SR-1).

Jennifer Cook  
Interim Clerk of Council

*In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation or other accommodation please contact Janet Schumacher at (843) 577-1389 or email [schumacherj@charleston-sc.gov](mailto:schumacherj@charleston-sc.gov) three business days prior to the meeting.*

# **CITY OF CHARLESTON PLANNING COMMISSION**

## **MEETING OF SEPTEMBER 16, 2020**

A meeting of the City of Charleston Planning Commission was held at 5:00 p.m., on Wednesday, September 16, 2020 via Zoom Webinar. A recording of the meeting can be viewed on YouTube at the following link: <https://www.youtube.com/watch?v=U3333333333>. The following applications were considered:

### **REGULAR MEETING**

#### **REZONINGS**

1. **102 President St (Cannonborough-Elliottborough – Peninsula) TMS # 4601104023** – approx. 0.619 ac. Request rezoning from Old City Height District 4 to Old City Height District 5.

**RECOMMEND APPROVAL (8-0)**

#### **ORDINANCE AMENDMENT & REZONING**

1. **Heriot St, Braswell St, Milford St, Oceanic St & Hagood Rd (Magnolia PUD – Peninsula Neck) TMS# 4640000012, 025, 026, 028, 029, 030, 039 & 040; 4641300008, 011, 012, 013 & 023; 4660000016, 017, 018, 019, 028 through 037, 044, 046, 049, & 051** – approx. 189.49 ac. Request amendment to the Magnolia Planned Unit Development Master Plan and Development Guidelines to amend sections related to net density, permitted uses and temporary parking standards and to rezone TMS# 4660000043 so as to be included in the Planned Unit Development (PUD).

**RECOMMEND APPROVAL (8-0)**

#### **ORDINANCE AMENDMENT**

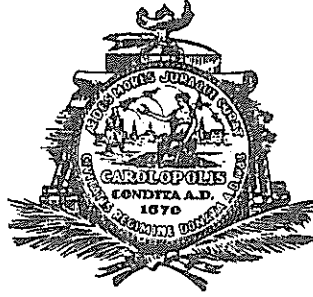
1. **546 Riverbend Trail & Hwy 41 (Wando Village PUD – Cainhoy) TMS# 2630004001 & 057** – approx. 66.50 ac. Request amendment to the Wando Village Planned Unit Development Master Plan and Development Guidelines to allow for a sound barrier for a portion of the property adjacent to the newly widened Highway 41 roadway and new bridge.

**RECOMMEND APPROVAL (8-0)**

#### **ZONING**

1. **1569 N Pinebark Ln (N Pinepoint - West Ashley) TMS # 3531500033** – 0.27 ac. Request zoning of Single-Family Residential (SR-1). Zoned Single-Family Residential (R-4) in Charleston County.

**RECOMMEND APPROVAL (8-0)**



Ratification  
Number \_\_\_\_\_

# AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 102 PRESIDENT STREET (PENINSULA) (APPROXIMATELY 0.619 ACRE) (TMS #460-11-04-023) (COUNCIL DISTRICT 6), BE REZONED FROM 4 STORY OLD CITY HEIGHT DISTRICT CLASSIFICATION TO 5 STORY OLD CITY HEIGHT DISTRICT CLASSIFICATION. THE PROPERTY IS OWNED BY 96 PRESIDENT STREET, LLC.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation from 4 Story Old City Height District classification to 5 Story Old City Height District classification.

Section 2. The property to be rezoned is described as follows:  
102 President Street (Peninsula) (approximately 0.619 acre) (TMS #460-11-04-023)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_\_ day of \_\_\_\_\_  
in the Year of Our Lord  
\_\_\_\_\_, in the \_\_\_\_\_ Year of Independence  
of the United States of America.

By:

\_\_\_\_\_  
John J. Tecklenburg  
Mayor, City of Charleston

Attest:

\_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



## REZONING 1

102 President St  
(Cannonborough-Elliottborough – Peninsula)

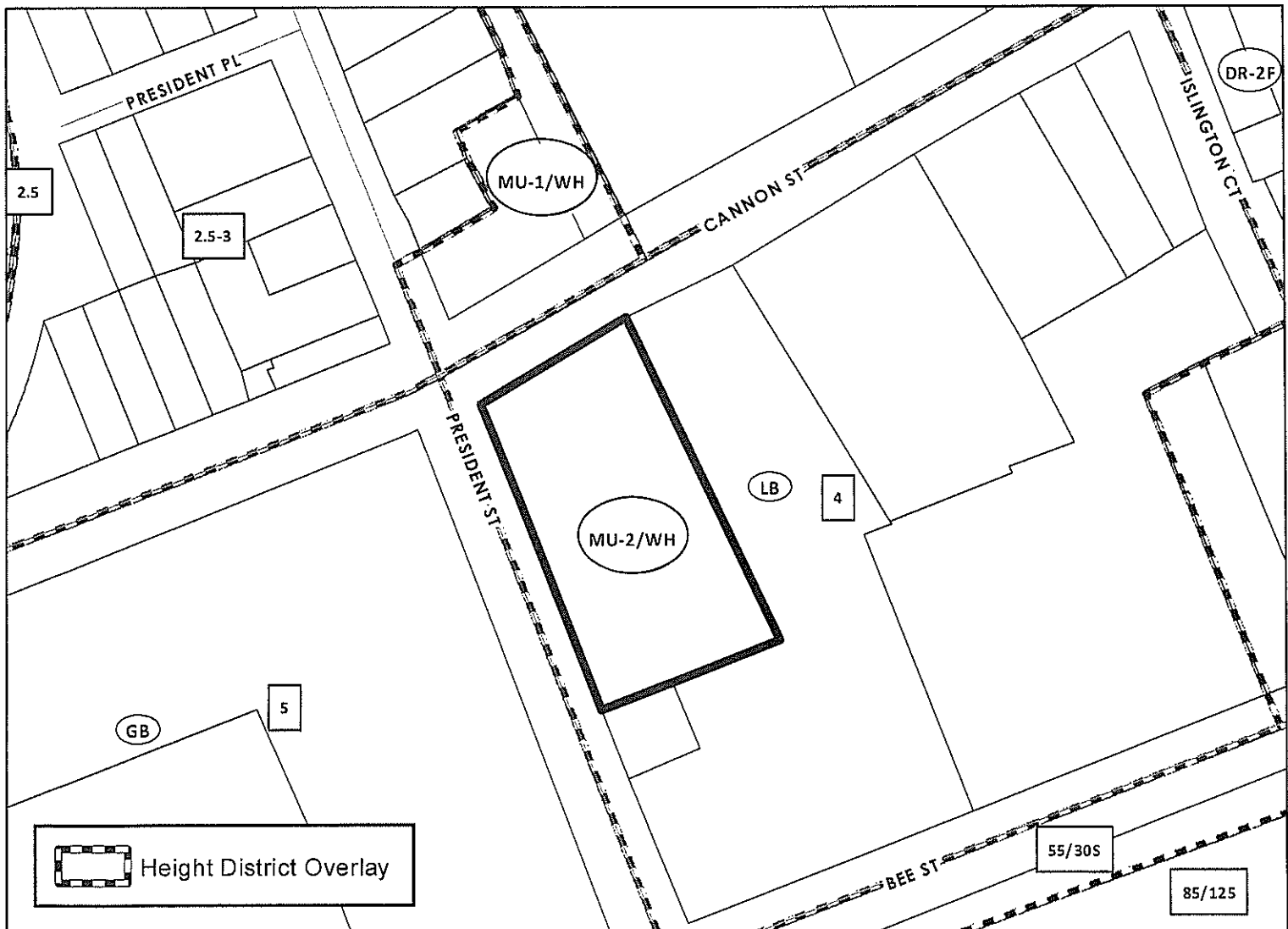
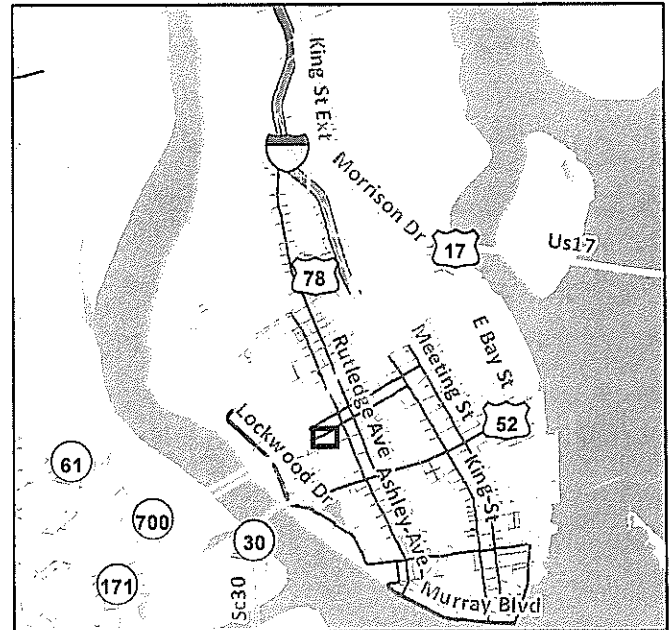
TMS # 4601104023

approx. 0.619 ac.

Request rezoning from Old City Height District 4  
to Old City Height District 5.

Owner: 96 President Street LLC

Applicant: Brian Hellman, Hellman Yates & Tisdale PA





Ratification  
Number \_\_\_\_\_

## AN ORDINANCE

TO AMEND CHAPTER 54 OF THE CODE OF THE CITY OF CHARLESTON (ZONING ORDINANCE) BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT PROPERTIES LOCATED ON MORRISON DRIVE, ROMNEY STREET, AND NORTH ROMNEY STREET (LAUREL ISLAND AND PENINSULA) (CHARLESTON COUNTY TMS NOS. 459-02-00-013, 461-13-03-024, 464-00-00-002, 464-00-00-006, 464-00-00-023, 464-00-00-038) BE DELETED FROM THE OLD CITY HEIGHT DISTRICT ZONING MAPS.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) be, and the same is hereby amended, by changing the zone map, which is part thereof, so as to delete from the Old City Height District Zoning Maps the properties designated as Charleston County TMS Nos. 459-02-00-013, 461-13-03-024, 464-00-00-002, 464-00-00-006, 464-00-00-023, and 464-00-00-038, shown on the map attached hereto and incorporated herein by reference.

Section 2. City Council intends that Section 1 of this Ordinance be adopted simultaneously with the separate ordinance rezoning the properties described herein to Planned Unit Development (Laurel Island) (the "PUD Ordinance"), such that Sec. 54-256.c.(1) of the Zoning Ordinance will not restrict the PUD Ordinance.

Section 3. City Council also intends that Section 1 of this Ordinance be adopted simultaneously with the PUD Ordinance, such that footnote 2 to the Old City Height District Chart, codified at Sec. 54-306.X of the Zoning Ordinance, will not restrict the PUD Ordinance.

Section 4. This ordinance will become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of  
\_\_\_\_\_, in the Year of Our Lord  
2020, in the \_\_\_\_ Year of the Independence of the  
United States of America

\_\_\_\_\_  
John J. Tecklenburg,  
Mayor

ATTEST:

\_\_\_\_\_  
Jennifer Cook,  
Interim Clerk of Council

## REZONING (MAP 1 OF 2)

### Laurel Island

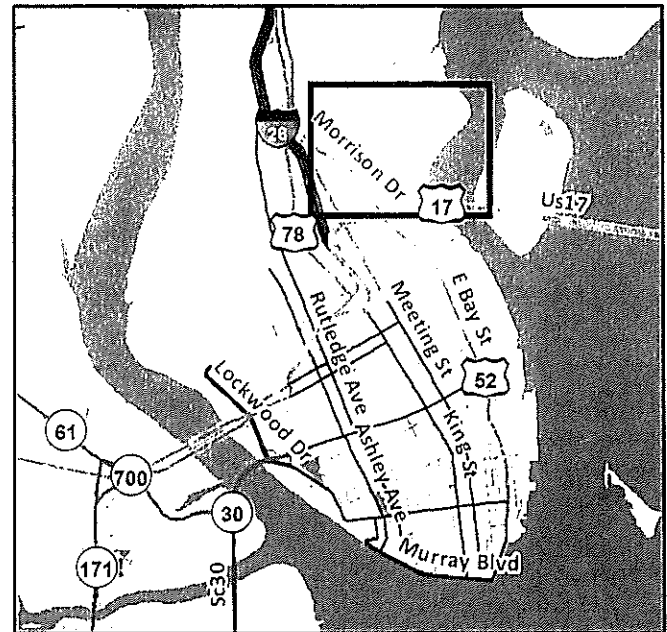
TMS # 4640000006, 002, 023, 038,  
4590200013 & 4611303024

approx. 196.1 ac.

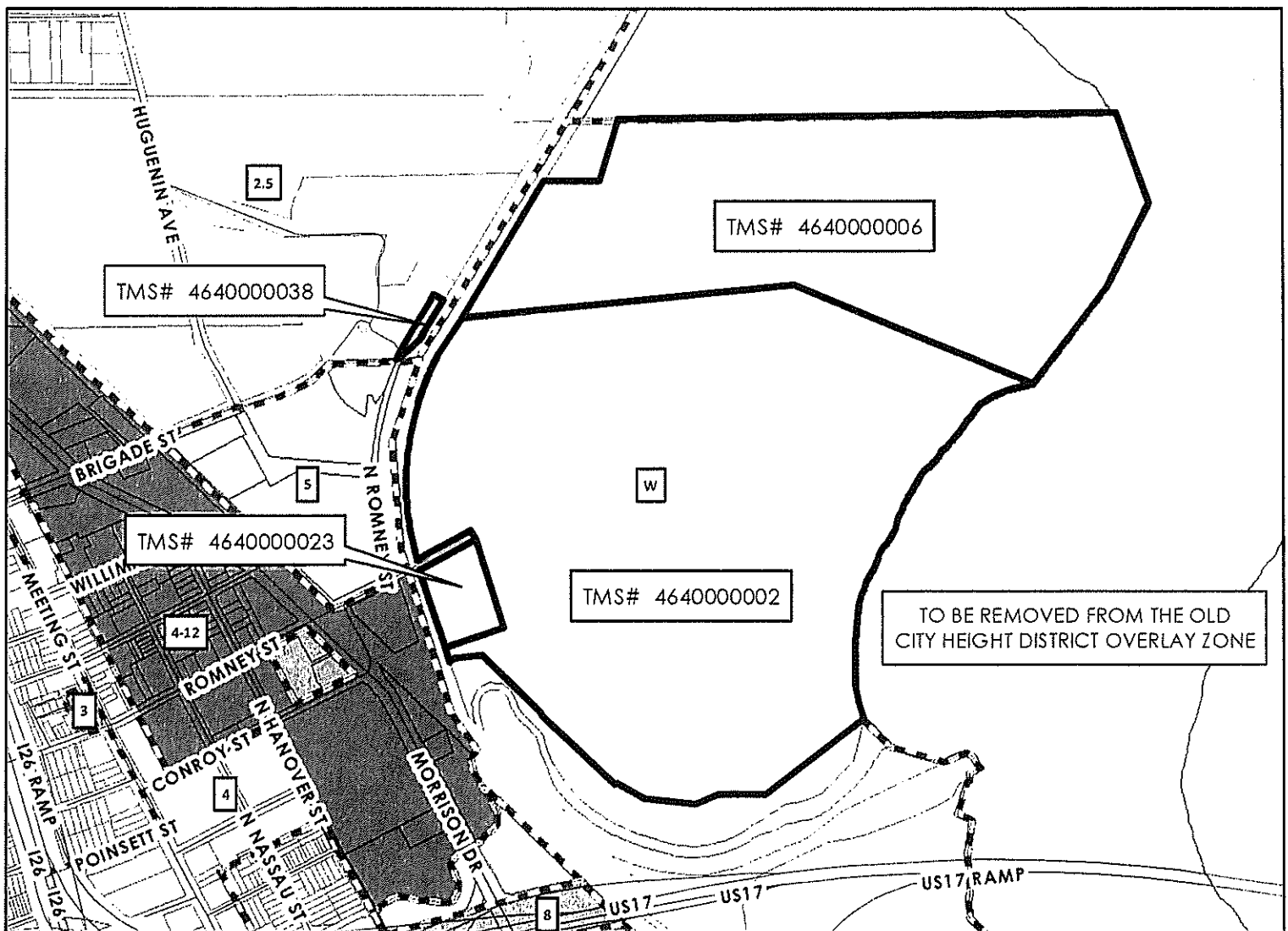
Request to remove the subject properties from the Old  
City Height District Overlay Zone Maps

Owners: Charleston County and LRA Promenade  
North LLC  
Applicant: City of Charleston

Area



Location



## REZONING (MAP 2 OF 2)

### Laurel Island

TMS # 4640000006, 002, 023, 038,  
4590200013 & 4611303024

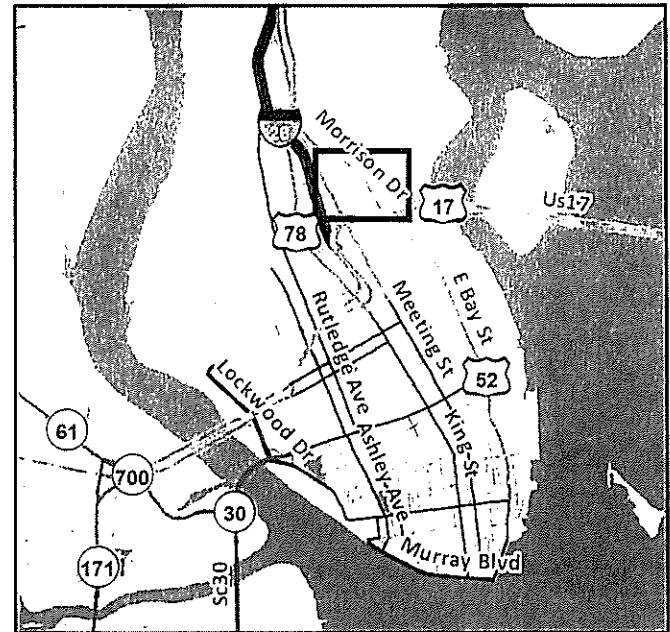
approx. 196.1 ac.

Request to remove the subject properties from the Old  
City Height District Overlay Zone Maps

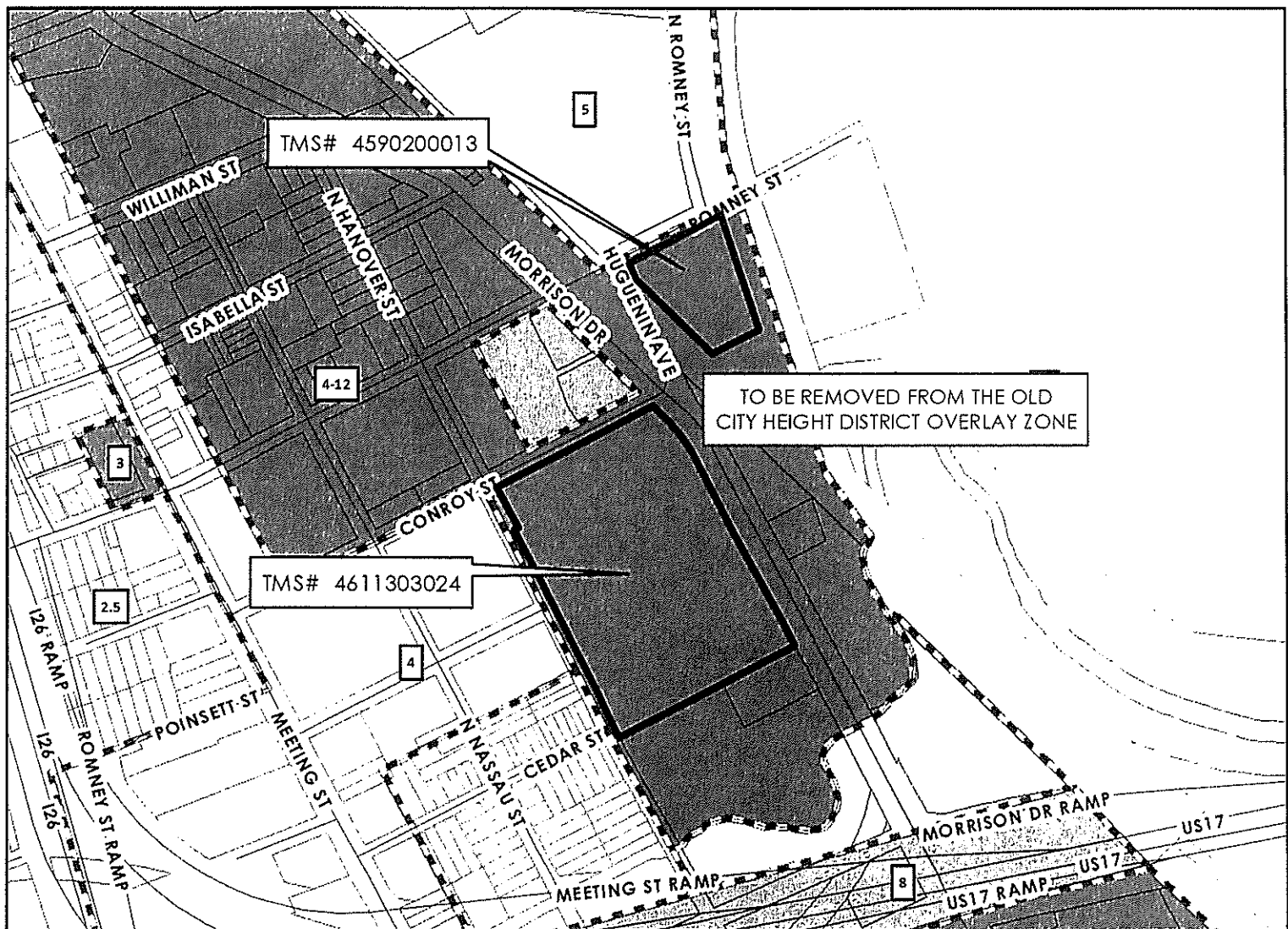
Owners: Charleston County and LRA Promenade  
North LLC

Applicant: City of Charleston

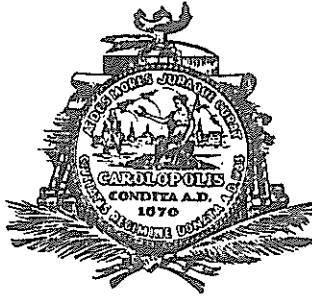
Area



Location







Ratification  
Number \_\_\_\_\_

# AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT PROPERTIES LOCATED ON MORRISON DRIVE, ROMNEY STREET AND NORTH ROMNEY STREET (LAUREL ISLAND) (APPROXIMATELY 196.1 ACRES) (TMS # 464-00-00-006, 002, 023, 038, 459-02-00-013, AND 461-13-03-024) (COUNCIL DISTRICT 4), BE REZONED FROM GENERAL BUSINESS (GB), HEAVY INDUSTRIAL (HI), UPPER PENINSULA (UP) AND DIVERSE RESIDENTIAL (DR-3) CLASSIFICATION TO PLANNED UNIT DEVELOPMENT (PUD) (LAUREL ISLAND) CLASSIFICATION, WITH THE PLANNED UNIT DEVELOPMENT GUIDELINES ATTACHED HERETO AND INCORPORATED HEREIN BY REFERENCE TO SERVE AS THE DEVELOPMENT PLAN FOR SUCH PROPERTY. THE PROPERTY IS OWNED BY CHARLESTON COUNTY AND LRA PROMENADE NORTH LLC. **(AS AMENDED)**

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation from General Business (GB), Heavy Industrial (HI), Upper Peninsula (UP) and Diverse Residential (DR-3) classification to Planned Unit Development (PUD) (Laurel Island) classification.

Section 2. The property to be rezoned is described as follows:  
properties located on Morrison Drive, Romney Street and North Romney Street (Laurel Island) (approximately 196.1 acres) (TMS # 464-00-00-006, 002, 023, 038, 459-02-00-013, and 461-13-03-024)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_\_ day of \_\_\_\_\_ in the Year of Our Lord \_\_\_\_\_, in the \_\_\_\_\_ Year of Independence of the United States of America.

By: \_\_\_\_\_  
John J. Tecklenburg  
Mayor, City of Charleston

Attest: \_\_\_\_\_  
Jennifer Cook,  
Interim Clerk of Council

## REZONING 4

### Laurel Island

TMS # 4640000006, 002, 023, 038,  
4590200013 & 4611303024

approx. 196.1 ac.

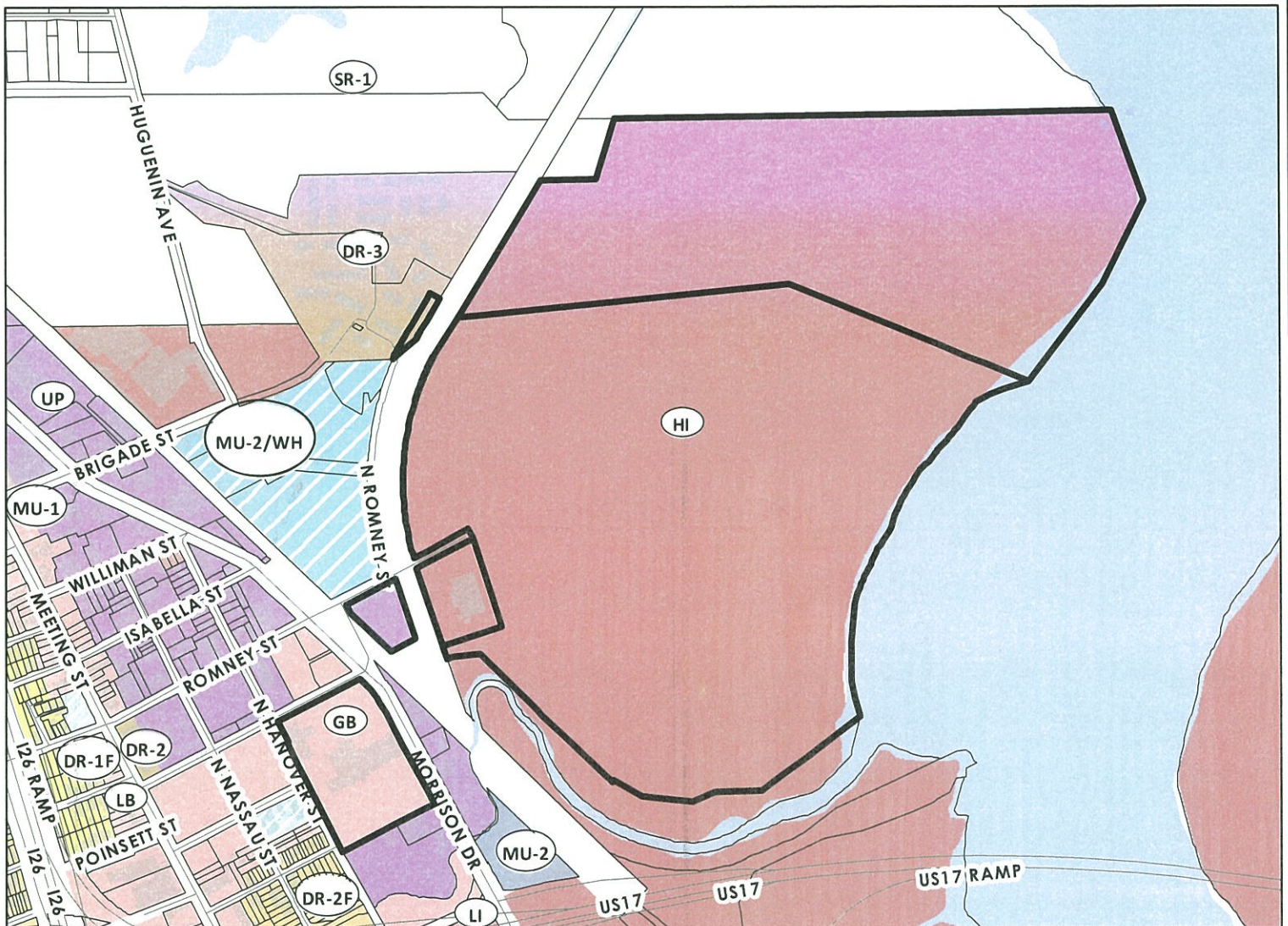
Request rezoning from General Business (GB), Heavy  
Industrial (HI), Upper Peninsula (UP) and Diverse  
Residential (DR-3)  
to Planned Unit Development (PUD) (Laurel Island).

Owners: Charleston County and LRA Promenade

### Area



### Location





## MEMORANDUM

DATE: October 20, 2020

TO: Mayor Tecklenburg and Members of City Council

FROM: Chip McQueeney, Assistant Corporation Counsel

COPY: Susan Herdina; Rick Jerue; Jacob Lindsey; Christopher Morgan; Jack O'Toole

RE: Laurel Island PUD (REVISIONS)

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On September 22, 2020, City Council gave first reading to the Laurel Island PUD. For ease of reference, an unrevised copy of the Laurel PUD is attached hereto as Exhibit 7. Since that time, City staff has worked with the applicant to make several revisions to the Laurel Island PUD to address comments or concerns raised by the public and/or councilmembers. A “redlined” version of the Laurel Island PUD, reflecting all of these changes, is attached as Exhibit 1.

The appendices to the Laurel Island PUD are *not* attached to Exhibit 1. Such appendices remain unchanged since September 22, 2020, except that a new Appendix A.4.1, defining the height districts applicable to the PUD, has been added. For ease of reference, this new Appendix A.4.1 is attached as Exhibit 2.

The PUD document attached to the ordinance in councilmembers’ packets includes the version of the Laurel Island PUD attached as Exhibit 1, without the redlines, together with all appendices, including new Appendix A.4.1. To the extent City Council desires to give second reading, third reading, and ratification to the Laurel Island PUD, I would recommend moving to give the ordinance included in your packets second reading, third reading, and ratification.

Nothing in the revised PUD document provides the applicant with additional development rights. Instead, the revisions clarify and/or limit the rights described in the Laurel Island PUD presented on September 22, 2020. The following describes the changes reflected in the revised Laurel Island PUD, shown in redline on Exhibit 2:

1. **Section 2.4 (Workforce Housing)**: Section 2.4 was revised to ensure that at least 10% of all dwelling units on the Laurel Island Site will be set aside as workforce housing *at all times* and that at least an additional 10% of completed dwelling units on the Laurel Island Site will be set aside as workforce housing for 10 years *from the lease date for such workforce housing units*.

2. **Section 3.2 (Development Rights)**: Section 3.2 has been revised to emphasize that the referenced table outlines the *maximum* permitted densities and intensities based on land use. The land use plan for the site is attached as Exhibit 3.

3. **Section 3.2 (Conversion)**: Section 3.2 has also been revised to clarify the procedure for converting the stated maximum densities and intensities from one land use to

another. First, a land use conversion matrix appended to the PUD allows conversion based on estimated maximum peak hour traffic impacts. For ease of reference, a copy of the land use conversion matrix is attached as Exhibit 4. Second, the applicant may convert from one land use to another upon showing that the conversion would result in no increased traffic impact, provided the City's Director of Traffic and Transportation approves the conversion based on an updated traffic impact analysis.

4. **Section 3.2 (Minimum Retail and Office)**: Section 3.2 now clarifies that the applicant must develop at least 220,000 square feet of new office space and at least 27,650 square feet of new retail/commercial space as part of the PUD.

5. **Section 3.2 (Maximum Dwelling Units)**: Section 3.2 now provides, in pertinent part: "Notwithstanding any other provision of this PUD, no more than 7,750 total dwelling units may be developed within the Laurel Island PUD."

6. **Section 3.3 (Public Infrastructure)**: As revised, Section 3.3 ensures that public infrastructure and facilities are made available concurrent with the impacts of the development. Section 3.3 now emphasizes that the City will *not* be required to fund, construct, or contribute to such public infrastructure improvements except upon prior approval by City Council. It is anticipated that a development agreement and/or public infrastructure improvements agreement will address these issues because some of the public infrastructure will likely require the use of TIF funds.

7. **Section 4.1 (Building Heights)**: Section 4.1 has been revised to incorporate a new exhibit addressing building heights, attached as Exhibit 2. The revisions and exhibit do not substantively change what was requested in the previous version of the Laurel Island PUD. The height district plan, showing the location of each height district, is attached as Exhibit 5. The previous version of the PUD permitted adjustment to the height district boundaries reflected on Exhibit 5. The revisions ensure that the boundaries may be changed only based upon the final location of the constructed rights-of-way, with any major expansion of a height district boundary requiring approval of City Council through an amendment to the PUD.

8. **Section 4.2 (Outdoor Venue)**: Any outdoor venue will be designed and constructed to direct amplified music *away from* the Peninsula.

9. **Section 4.3 (Parking Standards)**: As set forth in the appendices, on-street parallel parking will be provided unless prohibited with respect to certain right-of-way types.

10. **Section 5.1 (Open Space)**:

a. **PUD Requirements**: Sec. 54-256.e of the City's Zoning Ordinance requires that a PUD provide (1) at least 20% of the gross acreage of the site as open space; and (2) at least 25% of the open space (i.e., at least 5% of the gross acreage of the site) as "Usable Open Space." As a result, the applicant must provide at least 39.2 acres of open space and at least 9.8 acres of "Usable Open Space."

b. **Usable Open Space**: Section 5.1 has been revised to clarify that the definition of “usable open space” in the Zoning Ordinance applies. In this respect, Sec. 54-120 defines “usable open space” as “open space areas of high ground developed to provide for active recreational uses.”

c. **Laurel Island PUD Requirements**: Under Section 5.1, the applicant must develop and provide *at least 39.2 acres* of the site as “usable open space.” Section 5.1 has been revised to emphasize that *this minimum amount may not be reduced* except by an amendment to the PUD, which would require City Council approval. The previous version would not have required a PUD amendment to reduce the 39.2 acres of usable open space if there were an act of god or if a regulatory requirement justified the reduction. The revision to Section 5.1 eliminates this exception.

d. **Open Space Plan**: The Open Space Plan for the Laurel Island PUD is attached as Exhibit 6. Proposed amendments to a PUD master plan involving changes to the location of open space areas are considered “major amendments and shall only be approved by City Council . . . .” The detailed land use plan, attached as Exhibit 3, also shows the usable open space areas. A relocation of these areas would require a PUD amendment approved by City Council.

e. **City Maintenance**: It is anticipated that much of the usable open space will be developed utilizing TIF funds and that such usable open space would be dedicated to the City upon completion. The revised Section 5.1 emphasizes that City Council would need to approve such dedicated areas prior to acceptance. As a practical matter, the agreements addressing use of TIF funds will address this issue in more detail.

11. **Other Changes**: Section 7 (Tree Protection), Section 8 (Rights-of-Way), and Section 9.1 (Flood Zones) have been revised for clarity. Section 7 ensures that the tree protection standards apply, not just the tree planting requirements. Section 8 ensures that there will be compliance with the fire code. Section 9.1 ensures that building permit requirements applicable to flood zones will be those in effect at the time the permit is approved.

12. **Section 13.1 (LIBAR)**: From a legal perspective, Section 13.1 provides a good deal of discretion to the Laurel Island Board of Architectural Review (“LIBAR”). However, LIBAR’s discretion is limited by the requirement that the City’s BAR-L approve the Laurel Island Design Principles. Additionally, LIBAR’s discretion is further limited by the ability to appeal the decision of LIBAR to the City’s BAR-L. My reading is that Section 13.1 would create a more streamlined review process for less controversial decisions, with the potential for the BAR-L to review more controversial issues. I do not intend this synopsis of Section 13.1 to constitute a policy recommendation for or against the proposal.



## **EXHIBIT 1**

### **Laurel Island Planned Unit Development Charleston, South Carolina**

1. Relationship to Zoning Ordinance
2. Introduction and Background Information
  - 2.1. Background and Ownership
  - 2.2. Current Zoning
  - 2.3. Development Goals
  - 2.4. Workforce Housing
3. Land Use
  - 3.1. Area Breakdown
  - 3.2. Net Density and Calculations
  - 3.3. Adequate Public Facilities
4. Zoning Criteria
  - 4.1. Development Standards
  - 4.2. Permitted Uses; Hours
    - 4.2.1 Excluded Uses
  - 4.3. Parking Standards
5. Outdoor Space
  - 5.1. Outdoor Space Requirements
  - 5.2. Outdoor Space Types
6. Buffers
7. Tree Summary
8. Right-Of-Way
9. Drainage Basin Analysis
  - 9.1. Flood Zone
  - 9.2. Existing Topography and Drainage
  - 9.3. Wetlands Verification
  - 9.4. Preliminary Stormwater Techniques
10. Traffic Study
11. Cultural Resources Study
12. Letters of Coordination
13. Additional Information
  - 13.1. Design Review and Modifications
  - 13.2. Laurel Island Conceptual Master Plan

## Appendix

### A. Figures

1. Base Plan
2. Land Use Plan
3. Detailed Land Use Plan
4. Height District Plan
1. Height Districts
5. Open Space Plan
6. Pedestrian/Bicycle Circulation Plan
7. Street Types Plan
8. Street Type Sections

### B. Traffic Models

1. Land Intensity Conversion Matrix
2. Traffic Study

### C. Cultural Resources Study

### D. Letters of Coordination

### E. Survey

### F. Additional Drawings

- Exhibit 1: Location Map
- Exhibit 2: Aerial
- Exhibit 3: Project Parcels
- Exhibit 4: Existing Conditions
- Exhibit 5: Wetland and Critical Lines
- Exhibit 6: Existing Drainage
- Exhibit 7: FEMA Flood Maps

### G. LIBAR Rules and Regulations

## Section 1: Relationship to Zoning Ordinance

The Development Guidelines and Land Use Plan for the Laurel Island Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

- a. Consistency with the City's Century V Plan, as the underlying property is designated Peninsula;
- b. Better achieving the goals of the Century V Plan and all adopted plans for the subject property than the current zoning, as the PUD tailors the uses and plans to better meet the community's input and serve its needs;
- c. Consistency with the City's adopted master road plan as modeled herein;
- d. Better protecting and preserving natural and cultural resources, if any, than the existing primarily Heavy Industrial zoning resulting in more green space and more compatible uses with neighboring properties;
- e. Compatibility with the density and maximum building height of adjacent developed neighborhoods, by adjusting the height from the maximum currently allowed and considering the height of the Ravenel Bridge and other nearby uses, heights, and densities;
- f. Creating connectivity with the existing network of public streets in adjacent neighborhoods and areas by including provisions for public and private connections;
- g. Providing for adequate parking for residents and users;
- h. Confirming accommodation by existing and planned public facilities including but not limited to, roads, sewer, water, schools, and parks as is evidenced by the included traffic study, coordination letters, and newly proposed usable open space;
- i. Providing for new public facilities, including open space and recreational amenities as well as locations for other governmental services;
- j. Adequately providing for the continued maintenance of common areas, open space, and other public facilities not dedicated to the City by making the foregoing an obligation of the current and any future property owner; and
- k. Providing for a mixture of residential, commercial, conservation, and other uses.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Laurel Island PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Laurel Island PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Laurel Island PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Laurel Island PUD Master Plan was approved by Charleston City Council on \_\_\_\_\_, Ordinance Number\_\_\_\_\_.



## **Section 2: Introduction and Background Information**

### **2.1 Background and Ownership**

Laurel Island's PUD includes six (6) parcels totaling 196.1 acres and composed of 165.3 acres of highland (84%) and 30.8 acres of wetlands and marsh. Three of the parcels are contiguous (I, II, and VI), hereinafter, the Laurel Island Site, and described collectively. The remaining three parcels (III, IV, and V) are described individually, as further set forth in the table below.

The Laurel Island Site has a robust history, notably serving as the Rumney Distillery in the 1790's, leading to its main access point of "Rumney Street". It later served as the Armory for the State of South Carolina, containing gun powder magazines during the Civil War, before ultimately becoming the Romney and Holston Landfills in the 1970's. A history of Laurel Island is presented in **Figure 1**.

The landfills ceased operating in the 1980s and were purchased by Lubert Adler in 2003. Lubert Adler began working to create a full-service resort on the site, but was ultimately unsuccessful due to several factors, including the Great Recession of 2008 and the site's environmental conditions. In 2013, the Port of South Carolina began looking to use the site as a new port facility but has since decided to not build a new terminal facility. A summary of the planning related to Laurel Island is presented in **Figure 2**.



Figure 1: Laurel Island History



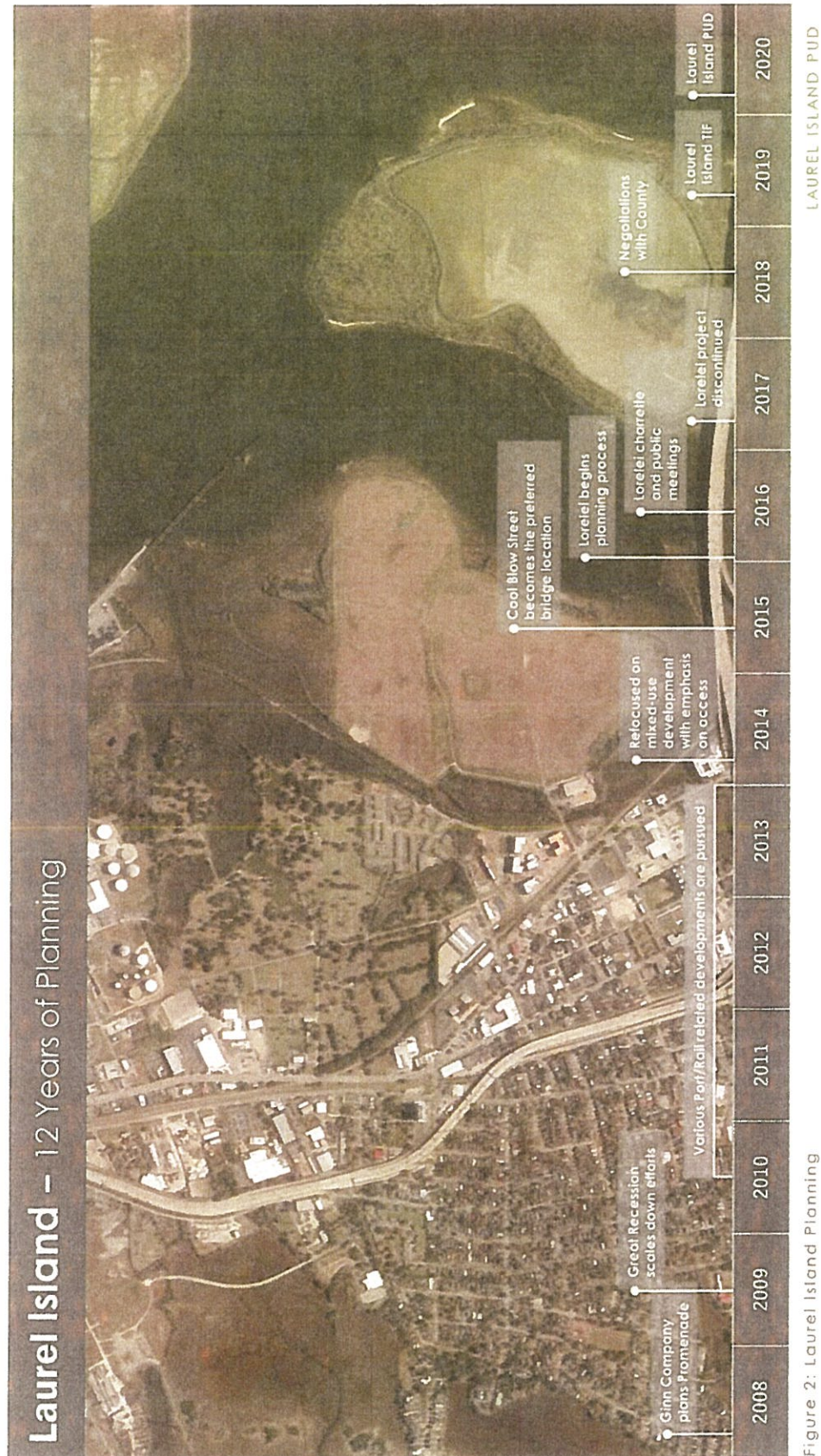


Figure 2: Laurel Island Planning



Given the significant increase in the cost of housing across Charleston, it is submitted that the best use of this site will be a mixed-use community, comprised with a heavy component of workforce housing. The current Heavy Industrial zoning on the majority of the site does not allow for this use, and as such, the property is proposed to be re-zoned as a Planned Unit Development.

Current ownership of the property is as follows:

<b>Laurel Island PUD Project Parcels</b>			
Parcel ID	TMS#	Owner	Acreage
I	4640000006	LRA Promenade North LLC	69.04
II	4640000002	LRA Promenade LLC	114.22
III	4590200013	LRA Promenade North LLC	1.42
IV	4640000038	LRA Promenade North LLC	0.40
V	4611303024	Charleston County (995 Morrison)	8.01
VI	4640000023	Charleston County (Recycling Center)	3.01
<b>Total Acreage</b>			<b>196.1</b>





## 2.2 Current Zoning

The current Zoning for the parcels is set forth below, and allows a broad range of residential, commercial, and industrial uses and activities.

Parcel ID	TMS Number	Current Zoning	Height Limits
I	4640000006	Heavy Industrial	W Height District
II	4640000002	Heavy Industrial	W Height District
III	4590200013	Upper Peninsula	4-12 Story Height District
IV	4640000038	Diverse Residential 3	50' / 3 stories
V	4611303024	General Business	85' (Tech Corridor Overlay)
VI	4640000023	Heavy Industrial	W Height District

The Laurel Island Site is bounded by roadways and railways on three sides of the site, with the fourth side being bounded by Town Creek and the Cooper River.

## 2.3 Development Goals

Development within the Laurel Island PUD shall follow these Guiding Principles:

### Connection to the Environment

The unique nature of the site as an island should be celebrated. As such, the street grid will be oriented with the environment in mind where possible and will provide view corridors to the water at the ends of the majority of streets.

A network of public parks will be integral to the overall plan. A public pedestrian and bike path will encircle the majority of the island's edge, and other direct public accesses to the water will be provided via paths and docks.

### Sustainable and Resilient Practices

As the project is a high-density development to be built on former landfill site within downtown Charleston, it provides an option to sprawl-like development further from the city center. In addition, an emphasis on connections to public transportation and the incorporation of bicycle and pedestrian routes will reduce energy consumption and should serve to limit the demands of further traffic entering from outside the peninsula.

Building designs will employ sustainable practices through their orientation, materials and architectural elements. Critical infrastructure will be designed with resiliency as a goal. Bridges, utilities and drainage pipes will be able to stand the test of time and remain high, dry and connected as the climate changes and natural disasters occur.

### Social and Economic Diversity

The diverse social and economic community of Charleston will be reflected. Toward that end, a significant amount of affordable/workforce housing will be provided. The other land types will include an overlapping of commercial office, multi-family, retail, and entertainment uses, allowing for a mix of race, income and age, and creating a true community.



### **Quality of the Public Realm**

Laurel Island will be organized around a public realm that supports a high quality pedestrian experience. Similar to Charleston, the streets will be arranged as primary and secondary streets, depending on their primary uses and orientations and will incorporate a mix of uses. Public parks, plazas and other open spaces will be woven into the street grid and overall plan, and the design of buildings will activate and engage the public realm.

### **Authenticity**

It is important that a true, authentic “place” is created, and many of the elements in the other principles will contribute toward this goal. The organization of the street plan itself will be drawn from the constraints and character of the site rather than from a random pattern. The layout will be orderly but flexible, allowing for the development to grow and adapt organically, just as a true community does.

Laurel Island will be inspired from Charleston’s defining elements—but will also be guided by more recently-developed practices in site planning and building design. The existing historic sites will be preserved and celebrated, with some to be publicly accessible.

## **2.4 Workforce Housing**

At all times from the enactment of the Laurel Island PUD, during the development of the Laurel Island Site, upon the completion of the development thereof, and at all times thereafter no less than ten (10%) percent of all residential dwelling units located on the Laurel Island Site shall be Workforce Housing (the “Permanent Workforce Housing”). ~~Furthermore, from the date of the issuance of a certificate of occupancy for any newly constructed residential dwelling unit and for a period of ten (10) years thereafter (the “Amortization Period”), a number of new or existing residential dwelling units equal to~~ Furthermore, an additional ten (10%) percent of such newly-constructed residential dwelling units located on the Laurel Island Site shall also be Workforce Housing (the “Amortized Workforce Housing”). ~~Upon permitting for the 1,278<sup>th</sup> residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above. Upon permitting for 2,556<sup>th</sup> residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above.”) for a period of ten (10) years commencing on the lease date for each such unit (the “Amortization Period”). The City’s Department of Housing and Community Development shall verify Workforce Housing on the Laurel Island Site according to its standard procedures. Additionally, the Zoning Administrator shall verify compliance with the Workforce Housing requirements set forth herein (1) when a building permit has been obtained for the 1,278<sup>th</sup> dwelling unit on the Laurel Island Site; and (2) when a building permit has been obtained for 2,556<sup>th</sup> dwelling unit on the Laurel Island Site.~~

Workforce Housing, whether Permanent Workforce Housing or Amortized Workforce Housing shall mean Rental Workforce Housing Units to Qualified Households for Affordable Rent, as such terms are defined below. Nothing herein shall prevent or prohibit the relocation, replacement, or reduction (of the overall percentage) of Workforce Housing within the Laurel Island Site from



time to time, provided the overall percentage of Permanent Workforce Housing shall not, ~~upon completion of the development of the Laurel Island Site,~~ be less than ten (10%) percent of all dwelling units located on the Laurel Island Site and the Amortized Workforce Housing shall not, during the applicable Amortization Period, be less than ten (10%) percent of the total of all of the non-Permanent Workforce Housing dwelling units located on the Laurel Island Site.

Rental Workforce Housing Unit: A dwelling unit, where occupants have, in the aggregate, household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental units.

Qualified Household: Households where occupants have, in the aggregate, a household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental workforce housing units.

Affordable Rent: An amount equal to thirty (30%) percent of eighty (80%) percent of the annual Income Limits as published by the City of Charleston Department of Housing and Community Development, or its successors, for the median household size. In the absence of such information, the annual rent charged by the owner shall not exceed thirty (30%) percent of the annual household income.

Household Income: All sources of financial support, both cash and in kind, of adult occupants of the housing unit, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, and awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the household members' families for medical, personal or educational needs.

Area Median Income (AMI): Area median income (AMI) shall be as determined annually by the City of Charleston Department of Housing and Community Development, or its successors.

### Section 3: Land Use

#### 3.1 Area Breakdown

Below is a breakdown of the Laurel Island PUD's total project acreage, marsh/wetland/open water area, and remaining developable area.

Total Project Area	196.1 ac.	
Total Marsh/Wetland/Open Water Area	30.8 ac.	15.7% of Total Area
Total <del>Developed</del> <u>Developable</u> Area (Blocks, Parks, & R/W)	165.3 ac.	84.3% of Total Area
Sum =	196.1 ac.	100.0% of Total Area



The Laurel Island PUD proposes significantly more open space and usable open space than the required minimums. Further detail regarding open space allocations is provided in Section 5.1

### 3.2 Net Density and Calculations

The Laurel Island PUD is a mixed-use development incorporating flexibility to accommodate appropriate development over time. ~~The Pursuant to Sec. 54-256.b.1.(b) of the Zoning Ordinance, the Laurel Island PUD is based on the includes~~ Mixed-Use Zoning, ~~as~~ defined in Section 4.2. ~~See Appendix A, Detailed Land Use Plan for the Master Plan as per Zoning Ordinance requirements.~~ The table below summarizes the ~~overall net density~~ maximum densities and intensities, based on ~~each category of land use,~~ for the Laurel Island PUD\*:

Zoning	Land Use	Area	Units
Mixed Use	Retail	276,500 sf	-
Mixed Use	Office	2,200,000 sf	-
Mixed Use	Park	39.2 acres	
Mixed Use	Hotel/ <u>Accommodation</u>	-	400 <del>rooms</del> <u>sleeping units</u>
Mixed Use	Residential	-	4,260 dwelling units
Mixed Use	Movie Theatre		8 screens

\*These densities/intensities represent the anticipated square footages or unit counts anticipated in the Laurel Island PUD. ~~Should it be desired for one or more land use To enable flexibility over the duration of the development, the maximum densities or intensities to increase, and/or intensities of a specific Land Use may be converted to a different specific Land Use, using the procedures set forth herein and the Institute of Transportation Engineer's (ITE's) Traffic Engineering Handbook, 10th edition equivalence. Notwithstanding the stated maximums, the owner may increase the maximum allowed densities and intensities for each land use upon a corresponding reduction in densities or intensities for other land uses shall be required pursuant to based on (1) the Land Intensity Conversion Matrix provided in Appendix B; or, (2) at the option of the Laurel Island Architectural Review Board's (Board ("LIBAR)-option") and upon approval of the City by the City's Director of Traffic and Transportation, an updated traffic study addressing so much of the Laurel Island PUD deemed relevant by the traffic engineer to determine. An Any updated traffic study shall be based on factors deemed relevant by such engineer traffic engineer to determine the amount of the required reduction in the maximum densities and/or intensities for other land uses to determine the amount permissible offset the proposed increase in densities and/or intensities for such land use densities or intensities increase and corresponding decrease, if any. In addition, to enable flexibility over the duration of development, the net densities or intensities of a specific Land Use may be converted to a different specific Land Use utilizing the Institute of Transportation Engineer's (ITE) Traffic Engineering Handbook, 10th edition equivalence. The City's Director of Traffic and Transportation shall base his or her approval on standard traffic engineering practices.~~

As an example of the flexibility of using the ITE equivalence, assume a use change is proposed from 10,000 sf of retail space to residential dwelling units. Based on the ITE equivalence, 87



residential dwelling units (DU) could be substituted in exchange for the reduction of 10,000 sf of retail space. The calculations based on the ITE Conversion Matrix are shown below:

$$10,000 \text{ sf} - 1,000 \text{ sf} = 10,000 \text{ sf} \quad 10 \times 8.659 = 87 \text{ residential DU substitution for 10,000 sf of retail space}$$

As parcels are platted, the City shall be notified by the LIBAR of the specific land use density/intensity assigned ~~under to~~ each parcel or conveyance. Unless restricted in ~~such a plat or~~ conveyance, density/intensity may, by default, be converted using the ITE Conversion Matrix ~~by a licensed engineer, as set forth above.~~

### Required Office and Retail Spaces

Prior to obtaining a building permit for the 2,130<sup>th</sup> dwelling unit to be located on Laurel Island Site, at least 220,000 square feet of new office space and 27,650 square feet of new retail/commercial space shall be constructed on the Laurel Island Site, provided that all necessary road connections are completed to facilitate such development.

### Maximum Number of Dwelling Units

Notwithstanding any other provision of this PUD, no more than 7,750 total dwelling units may be developed within the Laurel Island PUD.

### Access Points

To reach the ~~development density~~maximum densities and intensities identified above, three roadway access points are required. In addition to an existing access point from Romney Street, construction of a bridge from Cool Blow Street, as well as an access from Brigade Street will occur. The following table summarizes the development threshold required for each access point.

<b>Development Threshold by Access Point Provided Schedule*</b>	
<b>Access Point</b>	<b>Percentage of development before subsequent access point is required (%)<sup>3,4</sup></b>
1. Romney Street <sup>1</sup>	0 - 30 %
2. Cool Blow Street <sup>2</sup>	30 - 60 %
3. Brigade Street	60 + %
<sup>1</sup> Analysis of development threshold for Romney Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the Morrison Drive & Romney Street intersection (with proposed improvements, per the traffic study).	
<sup>2</sup> Analysis of development threshold for Cool Blow Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the intersection of Meeting Street & Cool Blow Street (with proposed improvements, per the traffic study).	
<sup>3</sup> Percentage of development corresponds to the percentage of development required to produce said percentage of PM peak hour trips, assuming a 1:1 ratio of development percentage to PM peak hour trip generation percentage. In other words, 30% of development is assumed to produce 30% of the total projected PM peak hour generated trips given the full buildout condition. PM peak hour trips were used in this analysis as the generation of trips is higher in the PM peak hour than the AM peak hour, generally causing worse delay throughout the study area.	
<sup>4</sup> Percentage of development indicates the percentage at which the access point (and any previous access	



points) are acceptable. So, Romney Street as the sole access to the site is acceptable (according to the methodology described in footnotes 1 and 3 above) for up to 30% of the planned development on the site. Beyond 30% development, the intersection of Morrison Drive & Romney Street becomes over capacity, requiring the subsequent access point along Cool Blow Street to be available to patrons of the site. The Romney Street and Cool Blow Street access points to the site provide acceptable levels of delay at the entrance intersections until 60% development is reached, beyond which the third access point, along Brigade Street, is needed to mitigate delay at the other access point intersections.

\* This table assumes that other improvements throughout the study area, as indicated in the traffic study, are completed as needed and warranted throughout the development of the site.

~~Provided that all road connections have been completed that necessary to allow for at least 220,000 square feet of office space and 27,650 square feet of retail/commercial space, such office and retail/commercial square footage shall have been constructed prior to the permitting of the 2,130<sup>th</sup> residential dwelling unit to be located on the Laurel Island Site.~~

Special event uses such as athletic and performance venues shall not be deemed to create and shall be excluded from any calculations of new, external trips and shall instead be subject to aan approved traffic management plan.

### 3.3 Adequate Public Facilities

No infrastructure is currently present on the Laurel Island Site. Coordination with public facility providers is provided in **Appendix D**. ~~New infrastructure shall be constructed in a timeframe such that adequate pubic facilities are provided for new development. Without limiting the authority of the City, the owner shall ensure that public infrastructure and facilities are made available concurrent with the impacts of the development. Nothing herein shall require the City to fund, construct, or contribute to public infrastructure improvements or facilities, including, without limitation, access points to the Laurel Island Site, it being understood that any commitment by the City to fund, construct, or contribute to public infrastructure improvements of facilities shall require prior approval by the City Council of Charleston.~~

## Section 4. Zoning Criteria

The development of the Laurel Island Site and properties within the Laurel Island PUD must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Land Use Plan.

### 4.1 Development Standards

Below is a breakdown of development standards in the Laurel Island PUD. All amenity areas, facilities and public streets shall be subject to ADA requirements, as applicable. More details will be provided in the Laurel Island Design Principles as approved by the process outlined in Section 13:

#### Development Standards Summary



Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in Design Principles
Loading Docks	NA: addressed in Design Principles
Minimum Setbacks*	
Setbacks and Frontage	Street Side: 0 feet Side Yard: 0 feet Rear Yard: 0 feet
Maximum Height**	
Building Height District	Entertainment Height District LI 2 (See <del>Sec. 54-306. to be established</del> ) <u>Appendix A.4.1.a.)</u> Height District 2.5-3.5 (See <del>Sec. 54-306.C</del> ) <u>Appendix A.4.1.b.)</u> Height District 8 ( <del>See Sec. 54-306.H</del> ) <u>Appendix A.4.1.c.)</u> Height District LI 12 ( <del>See Sec. 54-306. to be established</del> ) <u>Appendix A.4.1.d.)</u>

See Appendix A for the Height District Plan. Height district ~~location~~boundaries may be adjusted to abut ~~future~~the final location of constructed rights-of-way as generally depicted in Appendix A, Street Types Plan, whether inward or outward so as to achieve the height district boundaries depicted in the Height District Plan and for no other purpose. Such district adjustments and any references in the height district text of the Zoning Ordinance to the BAR shall refer to and be approved by the LIBAR. Any major expansion of height district boundaries shall require approval of an amendment to the PUD. The Zoning Administrator shall determine what constitutes a major expansion of height district boundaries based on the intent of the Laurel Island PUD.

\* Encroachments such as canopies, arcades, and awnings may project into the right-of-way but must be minimum of 2'-0" clear of any parking or travel lane, and must be 8'-0" minimum above grade to the underside of the encroachment. The Laurel Island Design Principles shall address front setbacks.

\*\* Parcels in the Laurel Island PUD are outside the Old City Height District:

- Non-habitable structures are not subject to height limits;
- Usable ground floor to second floor height shall be in excess of 12 feet for non-residential structures;
- Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc.) are excluded from height limits. The Laurel Island Design Principles shall address individual story height based on use; and
- All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.

#### 4.2 Permitted Uses; Hours

Permitted uses in the Laurel Island PUD (hereinafter, "Mixed-Use Zoning"), shall be any and all permitted, conditional, and special exception uses provided for in the General Business and Upper Peninsula zoning classifications and any overlay districts thereon, as set forth in the City of Charleston Zoning Ordinance Article 2, Part 3, as amended through ~~approval date of~~ August 19,



2020, with the exception of the excluded uses listed below. Hours of Operation shall not be restricted by zoning and uses, but shall be determined by the Laurel Island Property Association (“LIPA”). Any outdoor concert venue on Laurel Island shall be permitted to play amplified music until 11:30 pm—; provided, however, such venue shall be designed and constructed to direct amplified music away from the Peninsula.

#### **4.2.1 Excluded Uses**

Excluded or prohibited uses in the Laurel Island PUD shall be any and all: Dairy farms, Mobile home dealers, Motor vehicle dealers (provided electric and alternative powered vehicles sales and repairs shall be permitted), Automotive repair shops, Fish hatcheries and preserves, Recreational and utility trailer dealers, Cemeteries, Stables, Sewage treatment systems, Crematories, Tattooing services, Mining/Quarrying of nonmetallic minerals, except fuels, Gas Production and Distribution, Petroleum and petroleum products wholesalers, Gasoline service stations, Shipping container storage, Indoor shooting range, Firearm sales, Adult Uses, as defined in the City of Charleston Zoning Ordinance, and Casinos, as defined in the City of Charleston Zoning ordinance.

#### **4.3 Parking Standards**

In implementing the Laurel Island development goals, specifically sustainable and resilient practices, there shall be no minimum or maximum parking standards for the properties included in the Laurel Island PUD. These sustainable and resilient practices place an emphasis on the use of bicycles, busing, bus rapid transit, water ferries and taxis, and other alternatives to the automobile, each of which is anticipated to negatively impact (reduce the need for) traditional use-based minimum parking space requirements. As Laurel Island is more fully developed, it is anticipated that the mix of uses, sustainable and resilient practices, alternative means of transportation, and other influences will further reduce the need for automobiles and automobile parking. As depicted in Appendix A, Street Types Sections, on-street parallel parking shall be provided where not otherwise prohibited (for example, loading zones, fire hydrants, vision triangles, etc.). Design of outdoor parking areas shall be addressed in the Laurel Island Design Principles (see Section 13) and overseen by the LIBAR.

### **Section 5. Outdoor Space and Buffers**

#### **5.1 Outdoor Space Requirements**

The Laurel Island PUD envisions a significant area of public open space throughout the site. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh around the development.

As per the Open Space plan presented in **Appendix A**, the Laurel Island PUD will provide significantly more open space and usable open space than the required minimums. The development of the Total Open Space Area and Total Usable Open Space Area may occur over the course of many years and in many phases and in differing proportions than the final developed proportions set forth in the Area Breakdown below, ~~but never falling below the minimum requirements set forth.~~

**Total Open Space Area:**

<b>Laurel Island PUD fully developed expected Open Space Area</b>	<b>70.0 ac</b>	<b>36% of Total Area</b>
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<i>Minimum <u>Zoning</u> Ordinance required <del>Open Space Area</del> <del>Open Space Area (Parks, Marsh, River, Creeks, etc.)</del></i>	<i>39.2 ac</i>	<i>20% of Total Area</i>
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**Total Usable Open Space Area:**

<b>Laurel Island PUD fully developed expected Usable Open Space Area</b>	<b>39.2 ac</b>	<b>56% of Total Open Space 20% of Total Area</b>
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<i>Minimum <u>Zoning</u> Ordinance required Usable-<del>Open</del> <del>Open Space Area (Parks, Paths, and Trails, Including</del> <del>all Walking and Cycling Trails,</del> <del>Public Piers and Docks)</del></i>	<i>9.8 ac</i>	<i>25% of Total Open Space</i>
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*Note: References to minimum zoning ordinance requirements, above, are for information only.*

Neighborhood/pocket parks will be provided and are included in the usable open space area calculation, above.

Any increase in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall not require a PUD amendment; any reduction in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall require a PUD amendment pursuant to Section 54-260.a. of the Zoning Ordinance, ~~unless due to acts of god or federal or state regulatory changes or restrictions.~~

Ownership and Maintenance: Open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, may be owned by and dedicated to the City of Charleston ~~(as approved by the City); provided, however, any areas to be dedicated to the City must be accepted by resolution of City Council.~~ Open spaces not dedicated to the City of Charleston will be owned by LIPA and shall be open to the public. Nothing herein shall prohibit LIPA or the City of Charleston from establishing regular park/open space hours of operation.

**5.2 Outdoor Space Types**

As stated in the Laurel Island Guiding Principles, the open space will be unique to Charleston, will include a public pedestrian and bike path that will encircle the majority of the island's edge, and will provide other direct public accesses to the water via paths and docks. A pier that will allow for ferry service as well as a separate crabbing pier is planned. The history of the site will be recalled through the Robert Mills Interpretive Trail and paths providing views of the Standard Oil Building Ruins.



Additional open space types at Laurel Island may be designed using the following City definitions as stipulated in Section 54-284 of the Zoning Ordinance:

**Neighborhood Greens**—Open green spaces intended to serve as the social center of the community and provide a location for civic activities and outdoor community functions. Neighborhood greens shall:

- Be predominantly planted areas, but may have some paved surfaces; and
- Be centrally located within the gathering place.

**Plazas/Squares**—Enclosed spaces that are urban in nature and designed to serve as meeting places for area residents and workers. Plazas and squares shall:

- Be predominantly paved surfaces, but may have some planted areas;
- Include pedestrian lighting and pedestrian-level details, such as variations in paving types;
- Be landscaped and incorporate amenities such as benches, fountains, monuments, and formal or informal gardens;
- Be located within denser, more urban areas of the gathering place, either at the intersection of streets or within a developed block; and
- Be mostly enclosed by building frontages;

**Neighborhood Parks**—Large open areas designed to provide recreational facilities and spaces for the entire gathering place, or smaller green spaces designed to serve smaller areas within the gathering place. These parks may be designed as part of a Neighborhood Green, and shall:

- Contain grassy fields, playground equipment, designated sports facilities, or picnic areas;
- Be landscaped throughout;
- Be designed for active and passive recreational purposes; and
- Be directly connected to any bicycle and pedestrian network

## **Section 6. Buffers**

Buffers are not required internal to the Laurel Island PUD between land uses. There shall be a 40' buffer from the critical line and 10' additional building setback. Section 54-347 of the City of Charleston Zoning Ordinance shall govern the landscape buffer adjacent to the OCRM critical line. Pedestrian amenities may be located within buffers and setbacks. Refer to **Appendix F, Exhibit 5**. Notwithstanding critical line buffers and setbacks, the existing dikes shall be preserved, maintained, and improved as may be reasonable or necessary, or both.

## **Section 7. Tree Summary**

There is minimal tree cover on the Laurel Island Site – refer to **Appendix F, Exhibit 2: Aerial**. Existing trees are primarily located in the critical line buffer zone. Tree protection shall be in compliance with the City of Charleston Zoning Ordinance. Due to the nature of Laurel Island previously being a landfill, the planting of trees on Laurel Island shall be determined by the LIBAR and shall not follow or be bound by the requirements of the Zoning Ordinance. Within City owned and maintained property, plantings shall be approved by the City of Charleston Parks Department. Parcels not on the Laurel Island Site (Parcels III, IV, and V) shall be subject to City tree-planting requirements the City's Zoning Ordinance regarding tree protection.



## Section 8. Right-Of-Way

Within the Laurel Island Site there are plans to establish a new roadway network with typical street types (see **Appendix A**). Roadways constructed to City standards shall be dedicated public streets unless it is in the best interest of the developer to privately maintain. Any roadways not dedicated as a public street shall be permitted to utilize gravel, dirt, or boardwalk surfaces, but only to the extent permitted by the applicable fire code. East-West streets shall have view corridors extending to Town Creek. No dedicated public streets in the Laurel Island PUD shall be limited by gates (nothing herein shall prohibit gates on private property such as for a parking lot or garage, subject to the applicable fire code).

As stated in Section 4.1, ADA compliance shall be provided, by providing, at a minimum, accessible routes between right-of-way, parking, public transportation, amenities, and entrances. Vehicles, public transportation, bicycles, and pedestrians will be accommodated by the new roadway infrastructure. Public facilities such as new sidewalks on Romney Street (5-feet wide on the north and 10-feet wide on the south side) are proposed as a part of the project. Transit infrastructure will be required and shall be approved as part of site plan review based on requirements set forth in the Zoning Code. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's Access and Roadside Management Standards Manual.

## Section 9. Drainage Basin Analysis

### 9.1 Flood Zone

A copy of the 2004 FEMA flood maps as well as the 2016 Preliminary Maps can be found in **Appendix F**. The 2004 FIRM (Flood Insurance Rate Map) identifies the Laurel Island Site within Flood Zones X, AE-13, and AE-14 (NGVD-29). The existing elevation of the Laurel Island Site upland of the existing dike to remain ranges from 8 to 22 NAVD 88 (see **Appendix F, Exhibit 4**). While the outer edges of the Laurel Island Site within or near the critical line will be subject to the base flood elevation, the developable highland of the site is above the surrounding base flood elevation. The existing dike, which was built to contain dredge spoil and municipal solid waste, ranges in elevation from 8 to 15 NAVD 88, with the highest elevations on the east side of the Laurel Island site adjacent to Town Creek. Parcels III, IV, and V are in Zone AE-13 (NGVD-29) per the 2004 FIRM. All construction will comply with the ~~current~~ City of Charleston Building Code in force at the time a building permit is issued.

### 9.2 Existing Topography and Drainage

The Laurel Island Site currently is a pervious landform with existing drainage conveyed by overland flow and swales to its release to adjacent marshland of Town and Newmarket Creeks as illustrated on **Appendix F, Exhibit 6**. Parcel V (995 Morrison / County parcel) is primarily impervious with existing ground at approximately elevation 6 with runoff collected by existing stormwater infrastructure maintained by the City or the SCDOT. Parcel III (railroad parcel) is



primarily impervious with ground elevations of approximately 7 and drained by overland flow by an adjacent drainage ditch contributory to Newmarket Creek. The Brigade Street access parcel (parcel IV) is currently a compacted gravel roadway. Runoff is currently drained by a swale that runs through the property.

### **9.3 Wetlands Verification**

The existing wetlands, critical line, and required buffers are identified on **Appendix F, Exhibit 5**. The Ocean Coastal Resource Management (ORCM) critical line and wetlands have been delineated by a professional natural resources consultant, identified on a plat by a licensed surveyor, and approved by the appropriate regulatory agencies (see **Appendix E**).

### **9.4 Preliminary Stormwater Techniques**

The proposed stormwater management system on the Laurel Island Site will be developed in consultation with the City of Charleston MS4. Drainage infrastructure on parcels I, II, and VI, as identified above, will include new conveyance piping, quality treatment practices, and outfalls to Town Creek/Cooper River. For stormwater quantity peak rates and volumes, proposed development will retain natural drainage features where possible and deploy lower-impact techniques to control and promote reductions to a practical extent; however, stormwater detention ponds will not be part of the management plan.

Should rates and or volumes exceed pre-development conditions, variance to this requirement within the City Design Manual will be proposed on the grounds that 1) excavation for detention ponds into the landfill cap and underlying municipal solid waste or within any part of the perimeter containment dike is not authorized by DHEC's Bureau of Land and Waste Management and 2) the downstream receiving waterbody is Town Creek and Charleston Harbor which does not present a flooding risk or create adverse conditions to adjacent properties.

Coordination with the City shall be required to determine design requirements in relation to the City of Charleston's Stormwater Design Standards Manual. Primary water quality treatment will be accomplished with engineered devices that do not rely on infiltration and will minimize leaching into the existing underlying municipal solid waste layer. Green infrastructure practices that can retain, treat, and release stormwater without coming in contact with the underlying layer shall be implemented to provide water quality treatment. Proposed road rights-of-way will include trees and streetscape planted within filtration enclosures that are connected to the main conveyance system. Additionally, to maintain compliance with the City's Flooding & Sea Level Rise Strategy, which suggests designing for sea level rise of 2 to 3 feet in the next 50 years, outfalls shall be located at an elevation such that they are not tidally influenced and allow for energy dissipation and additional quality treatment through vegetation prior to release from the Site.

Stormwater management on the other three properties included in this PUD (Parcels, III, IV, and V) shall be subject to the stormwater requirements of the City that are current at the time of project submission, absent a separate agreement between the Property Owner and City specifying the required improvements for development of the Property.

Per Section 54-822(c) of the Zoning Code, easements, when required for drainage or sewage for the area to be subdivided, shall be of such width as necessary to permit proper construction of



drainage facilities based on the drainage system of the area. No subdivision shall block or obstruct the natural drainage of an adjoining area. Existing natural drainage shall be maintained or replaced where possible or feasible.

Storm drainage during construction shall be designed to meet or exceed local, state and federal regulations involving stormwater flows, siltation, erosion control, and water quality which are prevailing at the time. Appropriate best management practices (BMPs) shall be installed and maintained to preserve water quality of adjacent water bodies as a part of the Stormwater Pollution Prevention Plan.

## **Section 10. Traffic Study**

A traffic impact analysis was conducted for the Laurel Island project in accordance with SCDOT and The City of Charleston guidelines. Access to the development is provided through one existing intersection along Morrison Drive via Romney Street, one proposed entry/exit via Brigade Street (upon completion of a proposed bridge over the existing parallel rail tracks), and one proposed entry/exit via Cool Blow Street (upon completion of a proposed Cool Blow Bridge over Morrison Drive and the existing parallel rail tracks).

The results of the intersection analyses indicate that thirteen of the study intersections currently experience or are projected to experience undesirable delay during the peak periods with or without the Laurel Island project. Therefore, improvements were evaluated. Recommended improvements can be found in **Appendix B**.

## **Section 11. Cultural Resources Study**

A cultural resources reconnaissance survey of Laurel Island has been conducted. The Historic Resources Impact Assessment includes a visual impact analysis to identify potential adverse effects of the proposed development. The analysis examined potential impacts to the William Enston Home, Magnolia Cemetery, the Immigration Center, and the Charleston City Railway Car House. Please refer to **Appendix C** for the full report.

## **Section 12. Letters of Coordination**

Letters of coordination from the North Charleston Sewer District, Charleston Water System, Dominion, AT&T, and Charleston County School District are included as **Appendix D**.

## **Section 13. Additional Information**

### **13.1 Design Review and Modifications**

The Laurel Island Design Principles shall be established by the developer and administered by the POA in the form of an internal architectural review board (the "LIBAR"), which shall be established prior to the commencement of development in the Laurel Island PUD. The LIBAR Rules and Regulations are included as **Appendix G**. LIBAR approvals and enforcement shall continue during construction, future maintenance, and alterations of all development within the Laurel Island PUD.

The Laurel Island Design Principles shall be approved by the City of Charleston Board of Architectural Review (BAR-L) and these guidelines shall be used for evaluation of individual projects and signage by the LIBAR and City staff. City staff shall review and approve all projects for design principle compliance prior to a project receiving final TRC (Technical Review Committee) approval. Any appeal by an individual property owner of any decision of the LIBAR shall be appealed to the BAR-L, pursuant to the LIBAR Rules and Regulations. Any further appeal from the BAR-L shall be as provided by the Zoning Ordinance and the South Carolina Code of Laws. The Laurel Island Design Principles shall cover the following elements: Architectural Design; Impact on Cultural Resources; Site and Exterior Building Lighting; Exterior Signage; Landscape Design; and Parking Standards. The Laurel Island Design Principles shall be in accordance with this Planned Unit Development.

### **Laurel Island Design Review Process**

#### **Design Principles/Architectural Guidelines Approval Process**

Development of Laurel Island Design Principles



Laurel Island Design Principles Approval  
(City of Charleston Board of Architectural Review Large (BAR-L))

#### **Project Approval Process**

Project Conception



Laurel Island Board of Architectural Review (LIBAR)



Board of Architectural Review (BAR-L) (in the event of appeal)



City TRC Approval



**PERMIT**

### **13.2 Laurel Island Conceptual Master Plan**



See **Appendix A** for Laurel Island Detailed Land Use Plan.

## **EXHIBIT 2**

### **Appendix A.4.1 - Height Districts**

**a. Height District LI 2.**

Maximum building height shall not exceed two stories.

Seating levels within amphitheaters and similar structures shall not be deemed a story.

Additional height for ornamental appurtenances that exceed the maximum allowable height may be permitted by the Laurel Island Board of Architectural Review, based on architectural merit and context.

Utilitarian appurtenances related to mechanical equipment or structural systems (such as elevator and stair towers, exhaust fans, HVAC equipment) may exceed the maximum height.

**b. Height District 2.5 - 3.5.**

On rights-of-way less than 35 feet the building height shall be limited to a maximum of 2.5 stories.

On rights-of-way between 35 feet and 50 feet, the building height shall be limited to a maximum of 3.5 stories, and shall also be limited by the ROW width of the street at a maximum 1:1 ratio. In no event, shall maximum building height exceed 45 feet. (i.e.: if a ROW is 40 feet, the building shall not be taller than 40 feet).

On rights-of way greater than 50 feet, the building height shall be limited to a maximum of 4 stories.

Any nonresidential ground floor shall not be less than 12 feet in height and no more than 16 feet in height, unless a waiver is granted for additional height of the floor by the Laurel Island Board of Architectural Review.

**c. Height District 8.**

Maximum building height shall not exceed eight stories.

Any nonresidential ground floor shall not be less than 12 feet in height and no more than 16 feet in height, unless a waiver is granted for additional height of the floor by the Laurel Island Board of Architectural Review.

Additional height for ornamental appurtenances that exceed the maximum allowable height may be permitted by the Laurel Island Board of Architectural Review, based on architectural merit and context.

Utilitarian appurtenances related to mechanical equipment or structural systems (such as elevator and stair towers, exhaust fans, HVAC equipment) may exceed the maximum height, based on the following standards:

Appurtenances shall not exceed nine feet in height.

**d. Height District LI 12.**

Maximum building height shall not exceed twelve stories.

Any nonresidential ground floor shall not be less than 12 feet in height and no more than 16 feet in height, unless a waiver is granted for additional height of the floor by the Laurel Island Board of Architectural Review.

Additional height for ornamental appurtenances that exceed the maximum allowable height may be permitted by the Laurel Island Board of Architectural Review, based on architectural merit and context.

Utilitarian appurtenances related to mechanical equipment or structural systems (such as elevator and stair towers, exhaust fans, HVAC equipment) may exceed the maximum height, based on the following standards:

Appurtenances shall not exceed nine feet in height.



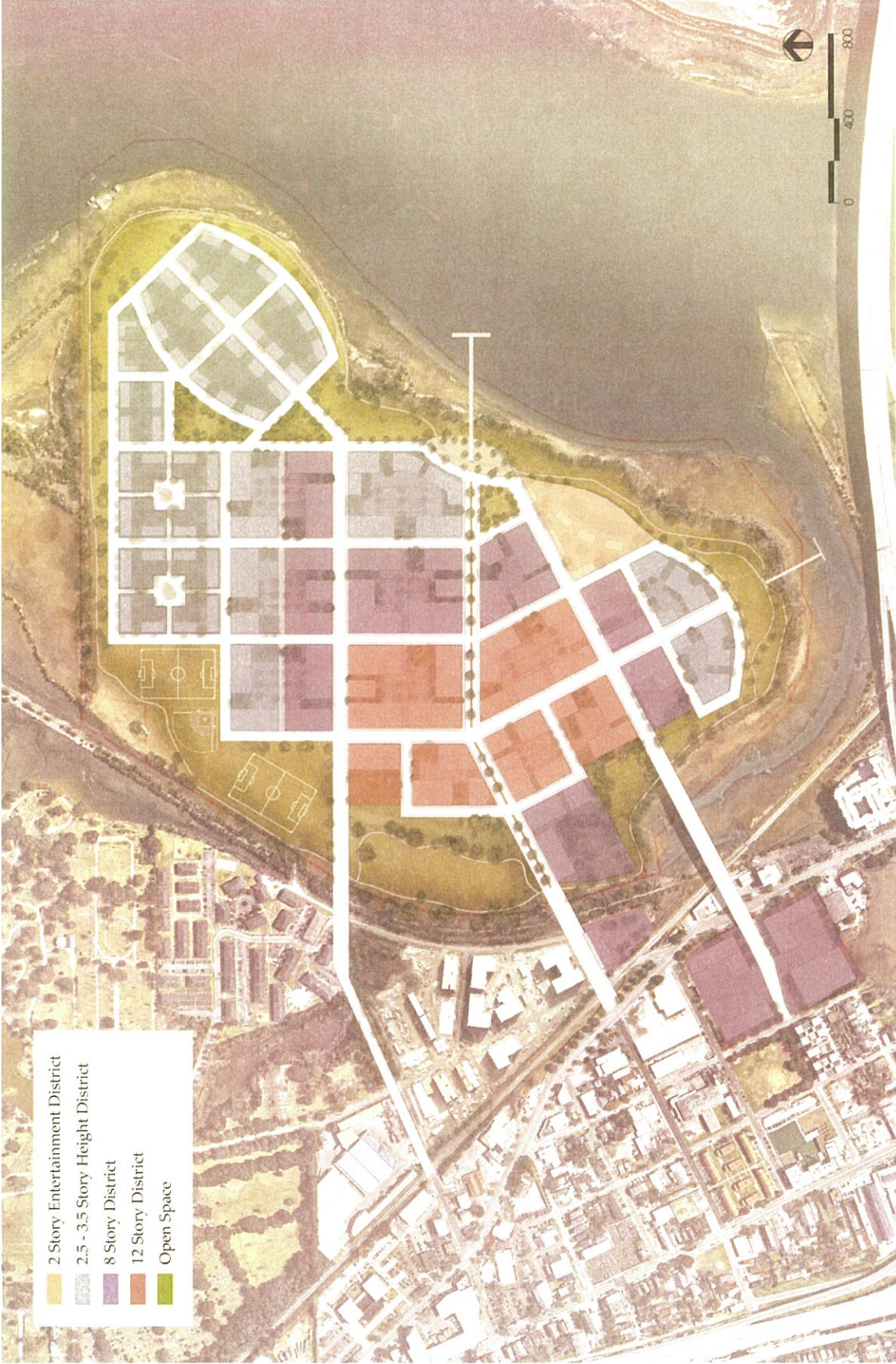


ITE 10th Edition Conversion Matrix  
(By PM Peak Hour Average Rate)

**EXHIBIT 4**

				Converting To					
Converting From	LUC	Description	Unit	221	310	411	444	710	820
				Multifamily Housing (Mid-Rise)	Hotel	Public Park	Movie Theater	General Office Building	Shopping Center
				DU	Rooms	Acres	Screens	ksf	ksf
			PM Peak Hour Trip Rate	0.44	0.60	0.11	6.17	1.15	3.81
221	Multifamily Housing (Mid-Rise)	1 DU	0.44	1.000	0.733	4.000	0.071	0.383	0.115
310	Hotel	1 Room	0.60	1.364	1.000	5.455	0.097	0.522	0.157
411	Public Park	1 Acre	0.11	0.250	0.183	1.000	0.018	0.096	0.029
444	Movie Theater	1 Screen	6.17	14.023	10.283	56.091	1.000	5.365	1.619
710	General Office Building	1 ksf	1.15	2.614	1.917	10.455	0.186	1.000	0.302
820	Shopping Center	1 ksf	3.81	8.659	6.350	34.636	0.618	3.313	1.000





- 2 Story Entertainment District
- 2.5 - 3.5 Story Height District
- 8 Story District
- 12 Story District
- Open Space

**EXHIBIT 5**

BELLO GARRIS  
ARCHITECTS

MASTER PLAN  
for  
MAUI ISLAND





# EXHIBIT 6

## MASTER PLAN for LAUREL ISLAND

## **EXHIBIT 7**

### Laurel Island Planned Unit Development Charleston, South Carolina

1. Relationship to Zoning Ordinance
2. Introduction and Background Information
  - 2.1. Background and Ownership
  - 2.2. Current Zoning
  - 2.3. Development Goals
  - 2.4. Workforce Housing
3. Land Use
  - 3.1. Area Breakdown
  - 3.2. Net Density and Calculations
  - 3.3. Adequate Public Facilities
4. Zoning Criteria
  - 4.1. Development Standards
  - 4.2. Permitted Uses; Hours
    - 4.2.1 Excluded Uses
  - 4.3. Parking Standards
5. Outdoor Space
  - 5.1. Outdoor Space Requirements
  - 5.2. Outdoor Space Types
6. Buffers
7. Tree Summary
8. Right-Of-Way
9. Drainage Basin Analysis
  - 9.1. Flood Zone
  - 9.2. Existing Topography and Drainage
  - 9.3. Wetlands Verification
  - 9.4. Preliminary Stormwater Techniques
10. Traffic Study
11. Cultural Resources Study
12. Letters of Coordination
13. Additional Information
  - 13.1. Design Review and Modifications
  - 13.2. Laurel Island Conceptual Master Plan



## Appendix

### A. Figures

1. Base Plan
2. Land Use Plan
3. Detailed Land Use Plan
4. Height District Plan
5. Open Space Plan
6. Pedestrian/Bicycle Circulation Plan
7. Street Types Plan
8. Street Type Sections

### B. Traffic Models

1. Land Intensity Conversion Matrix
2. Traffic Study

### C. Cultural Resources Study

### D. Letters of Coordination

### E. Survey

### F. Additional Drawings

- Exhibit 1: Location Map
- Exhibit 2: Aerial
- Exhibit 3: Project Parcels
- Exhibit 4: Existing Conditions
- Exhibit 5: Wetland and Critical Lines
- Exhibit 6: Existing Drainage
- Exhibit 7: FEMA Flood Maps

### G. LIBAR Rules and Regulations

## Section 1: Relationship to Zoning Ordinance

The Development Guidelines and Land Use Plan for the Laurel Island Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

- a. Consistency with the City's Century V Plan, as the underlying property is designated Peninsula;
- b. Better achieving the goals of the Century V Plan and all adopted plans for the subject property than the current zoning, as the PUD tailors the uses and plans to better meet the community's input and serve its needs;
- c. Consistency with the City's adopted master road plan as modeled herein;
- d. Better protecting and preserving natural and cultural resources, if any, than the existing primarily Heavy Industrial zoning resulting in more green space and more compatible uses with neighboring properties;
- e. Compatibility with the density and maximum building height of adjacent developed neighborhoods, by adjusting the height from the maximum currently allowed and considering the height of the Ravenel Bridge and other nearby uses, heights, and densities;
- f. Creating connectivity with the existing network of public streets in adjacent neighborhoods and areas by including provisions for public and private connections;
- g. Providing for adequate parking for residents and users;
- h. Confirming accommodation by existing and planned public facilities including but not limited to, roads, sewer, water, schools, and parks as is evidenced by the included traffic study, coordination letters, and newly proposed usable open space;
- i. Providing for new public facilities, including open space and recreational amenities as well as locations for other governmental services;
- j. Adequately providing for the continued maintenance of common areas, open space, and other public facilities not dedicated to the City by making the foregoing an obligation of the current and any future property owner; and
- k. Providing for a mixture of residential, commercial, conservation, and other uses.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Laurel Island PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Laurel Island PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Laurel Island PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Laurel Island PUD Master Plan was approved by Charleston City Council on \_\_\_\_\_, Ordinance Number \_\_\_\_\_.

## **Section 2: Introduction and Background Information**

### **2.1 Background and Ownership**

Laurel Island's PUD includes six (6) parcels totaling 196.1 acres and composed of 165.3 acres of highland (84%) and 30.8 acres of wetlands and marsh. Three of the parcels are contiguous (I, II, and VI), hereinafter, the Laurel Island Site, and described collectively. The remaining three parcels (III, IV, and V) are described individually, as further set forth in the table below.

The Laurel Island Site has a robust history, notably serving as the Rumney Distillery in the 1790's, leading to its main access point of "Rumney Street". It later served as the Armory for the State of South Carolina, containing gun powder magazines during the Civil War, before ultimately becoming the Romney and Holston Landfills in the 1970's. A history of Laurel Island is presented in **Figure 1**.

The landfills ceased operating in the 1980s and were purchased by Lubert Adler in 2003. Lubert Adler began working to create a full-service resort on the site, but was ultimately unsuccessful due to several factors, including the Great Recession of 2008 and the site's environmental conditions. In 2013, the Port of South Carolina began looking to use the site as a new port facility but has since decided to not build a new terminal facility. A summary of the planning related to Laurel Island is presented in **Figure 2**.





Figure 1: Laurel Island History

LAUREL ISLAND PUD





Figure 2: Laurel Island Planning



Given the significant increase in the cost of housing across Charleston, it is submitted that the best use of this site will be a mixed-use community, comprised with a heavy component of workforce housing. The current Heavy Industrial zoning on the majority of the site does not allow for this use, and as such, the property is proposed to be re-zoned as a Planned Unit Development.

Current ownership of the property is as follows:

Laurel Island PUD Project Parcels			
Parcel ID	TMS#	Owner	Acreage
I	4640000006	LRA Promenade North LLC	69.04
II	4640000002	LRA Promenade LLC	114.22
III	4590200013	LRA Promenade North LLC	1.42
IV	4640000038	LRA Promenade North LLC	0.40
V	4611303024	Charleston County (995 Morrison)	8.01
VI	4640000023	Charleston County (Recycling Center)	3.01
<b>Total Acreage</b>			<b>196.1</b>

## 2.2 Current Zoning





The current Zoning for the parcels is set forth below, and allows a broad range of residential, commercial, and industrial uses and activities.

Parcel ID	TMS Number	Current Zoning	Height Limits
I	4640000006	Heavy Industrial	W Height District
II	4640000002	Heavy Industrial	W Height District
III	4590200013	Upper Peninsula	4-12 Story Height District
IV	4640000038	Diverse Residential 3	50' / 3 stories
V	4611303024	General Business	85' (Tech Corridor Overlay)
VI	4640000023	Heavy Industrial	W Height District

The Laurel Island Site is bounded by roadways and railways on three sides of the site, with the fourth side being bounded by Town Creek and the Cooper River.

### **2.3 Development Goals**

Development within the Laurel Island PUD shall follow these Guiding Principles:

#### **Connection to the Environment**

The unique nature of the site as an island should be celebrated. As such, the street grid will be oriented with the environment in mind where possible and will provide view corridors to the water at the ends of the majority of streets.

A network of public parks will be integral to the overall plan. A public pedestrian and bike path will encircle the majority of the island's edge, and other direct public accesses to the water will be provided via paths and docks.

#### **Sustainable and Resilient Practices**

As the project is a high-density development to be built on former landfill site within downtown Charleston, it provides an option to sprawl-like development further from the city center. In addition, an emphasis on connections to public transportation and the incorporation of bicycle and pedestrian routes will reduce energy consumption and should serve to limit the demands of further traffic entering from outside the peninsula.

Building designs will employ sustainable practices through their orientation, materials and architectural elements. Critical infrastructure will be designed with resiliency as a goal. Bridges, utilities and drainage pipes will be able to stand the test of time and remain high, dry and connected as the climate changes and natural disasters occur.

#### **Social and Economic Diversity**

The diverse social and economic community of Charleston will be reflected. Toward that end, a significant amount of affordable/workforce housing will be provided. The other land types will include an overlapping of commercial office, multi-family, retail, and entertainment uses, allowing for a mix of race, income and age, and creating a true community.

### **Quality of the Public Realm**

Laurel Island will be organized around a public realm that supports a high quality pedestrian experience. Similar to Charleston, the streets will be arranged as primary and secondary streets, depending on their primary uses and orientations and will incorporate a mix of uses. Public parks, plazas and other open spaces will be woven into the street grid and overall plan, and the design of buildings will activate and engage the public realm.

### **Authenticity**

It is important that a true, authentic “place” is created, and many of the elements in the other principles will contribute toward this goal. The organization of the street plan itself will be drawn from the constraints and character of the site rather than from a random pattern. The layout will be orderly but flexible, allowing for the development to grow and adapt organically, just as a true community does.

Laurel Island will be inspired from Charleston’s defining elements—but will also be guided by more recently-developed practices in site planning and building design. The existing historic sites will be preserved and celebrated, with some to be publicly accessible.

## **2.4 Workforce Housing**

At all times from the enactment of the Laurel Island PUD, during the development of the Laurel Island Site, upon the completion of the development thereof, and at all times thereafter no less than ten (10%) percent of all residential dwelling units located on the Laurel Island Site shall be Workforce Housing (the “Permanent Workforce Housing”). Furthermore, from the date of the issuance of a certificate of occupancy for any newly-constructed residential dwelling unit and for a period of ten (10) years thereafter (the “Amortization Period”), a number of new or existing residential dwelling units equal to an additional ten (10%) percent of such newly-constructed residential dwelling units located on the Laurel Island Site shall also be Workforce Housing (the “Amortized Workforce Housing”). Upon permitting for the 1,278<sup>th</sup> residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above. Upon permitting for 2,556<sup>th</sup> residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above.

Workforce Housing, whether Permanent Workforce Housing or Amortized Workforce Housing shall mean Rental Workforce Housing Units to Qualified Households for Affordable Rent, as such terms are defined below. Nothing herein shall prevent or prohibit the relocation, replacement, or reduction (of the overall percentage) of Workforce Housing within the Laurel Island Site from time to time, provided the overall percentage of Permanent Workforce Housing shall not, upon completion of the development of the Laurel Island Site, be less than ten (10%) percent of all dwelling units located on the Laurel Island Site and the Amortized Workforce Housing shall not, during the applicable Amortization Period, be less than ten (10%) percent of the total of all of the non-Permanent Workforce Housing dwelling units located on the Laurel Island Site.

Rental Workforce Housing Unit: A dwelling unit, where occupants have, in the aggregate, household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental units.



Qualified Household: Households where occupants have, in the aggregate a household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental workforce housing units.

Affordable Rent: An amount equal to thirty (30%) percent of eighty (80%) percent of the annual Income Limits as published by the City of Charleston Department of Housing and Community Development, or its successors, for the median household size. In the absence of such information, the annual rent charged by the owner shall not exceed thirty (30%) percent of the annual household income.

Household Income: All sources of financial support, both cash and in kind, of adult occupants of the housing unit, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, and awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the household members' families for medical, personal or educational needs.

Area Median Income (AMI): Area median income (AMI) shall be as determined annually by the City of Charleston Department of Housing and Community Development, or its successors.

### **Section 3: Land Use**

#### **3.1 Area Breakdown**

Below is a breakdown of the Laurel Island PUD's total project acreage, marsh/wetland/open water area, and remaining developable area.

Total Project Area	196.1 ac.	
Total Marsh/Wetland/Open Water Area	30.8 ac.	15.7% of Total Area
Total Developed Area (Blocks, Parks, & R/W)	165.3 ac.	84.3% of Total Area
Sum =	196.1 ac.	100.0% of Total Area

The Laurel Island PUD proposes significantly more open space and usable open space than the required minimums. Further detail regarding open space allocations is provided in Section 5.1

#### **3.2 Net Density and Calculations**

The Laurel Island PUD is a mixed-use development incorporating flexibility to accommodate appropriate development over time. The Laurel Island PUD is based on the Mixed-Use Zoning



defined in Section 4.2. The table below summarizes the overall net density for the Laurel Island PUD\*:

<b>Zoning</b>	<b>Land Use</b>	<b>Area</b>	<b>Units</b>
Mixed Use	Retail	276,500 sf	-
Mixed Use	Office	2,200,000 sf	-
Mixed Use	Park	39.2 acres	
Mixed Use	Hotel	-	400 rooms
Mixed Use	Residential	-	4,260 dwelling units
Mixed Use	Movie Theatre		8 screens

\* These densities/intensities represent the anticipated square footages or unit counts anticipated in the Laurel Island PUD. Should it be desired for one or more land use densities or intensities to increase, a corresponding reduction in densities or intensities for other uses shall be required pursuant to the Land Intensity Conversion Matrix provided in **Appendix B**, or, at the Laurel Island Architectural Review Board's (LIBAR) option and upon approval of the City, an updated traffic study addressing so much of Laurel Island deemed relevant by the traffic engineer to determine. An updated traffic study shall be based on factors deemed relevant by such engineer to determine the amount permissible for such land use densities or intensities increase and corresponding decrease, if any. In addition, to enable flexibility over the duration of development, the net densities or intensities of a specific Land Use may be converted to a different specific Land Use utilizing the Institute of Transportation Engineer's (ITE) Traffic Engineering Handbook, 10th edition equivalence.

As an example of the flexibility of using the ITE equivalence, assume a use change is proposed from 10,000 sf of retail space to residential dwelling units. Based on the ITE equivalence, 87 residential dwelling units (DU) could be substituted in exchange for the reduction of 10,000 sf of retail space. The calculations based on the ITE Conversion Matrix are shown below:

$$10,000 \text{ sf} / 1,000 \text{ sf} = 10 \quad 10 * 8.659 = 87 \text{ residential DU substitution for 10,000 sf of retail space}$$

As parcels are platted, the City shall be notified by the LIBAR of the specific land use density/intensity assigned under each conveyance. Unless restricted in such conveyance, density/intensity may, by default, be converted using the ITE Conversion Matrix by a licensed engineer.

To reach the development density identified above, three roadway access points are required. In addition to an existing access point from Romney Street, construction of a bridge from Cool Blow Street as well as an access from Brigade Street will occur. The following table summarizes the development threshold required for each access point.

<b>Development Threshold by Access Point Provided Schedule*</b>	
<b>Access Point</b>	<b>Percentage of development before subsequent access point is required (%)<sup>3,4</sup></b>
1. Romney Street <sup>1</sup>	0 - 30 %

2. Cool Blow Street <sup>2</sup>	30 - 60 %
3. Brigade Street	60 + %
<sup>1</sup> Analysis of development threshold for Romney Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the Morrison Drive & Romney Street intersection (with proposed improvements, per the traffic study). <sup>2</sup> Analysis of development threshold for Cool Blow Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the intersection of Meeting Street & Cool Blow Street (with proposed improvements, per the traffic study). <sup>3</sup> Percentage of development corresponds to the percentage of development required to produce said percentage of PM peak hour trips, assuming a 1:1 ratio of development percentage to PM peak hour trip generation percentage. In other words, 30% of development is assumed to produce 30% of the total projected PM peak hour generated trips given the full buildout condition. PM peak hour trips were used in this analysis as the generation of trips is higher in the PM peak hour than the AM peak hour, generally causing worse delay throughout the study area. <sup>4</sup> Percentage of development indicates the percentage at which the access point (and any previous access points) are acceptable. So, Romney Street as the sole access to the site is acceptable (according to the methodology described in footnotes 1 and 3 above) for up to 30% of the planned development on the site. Beyond 30% development, the intersection of Morrison Drive & Romney Street becomes over capacity, requiring the subsequent access point along Cool Blow Street to be available to patrons of the site. The Romney Street and Cool Blow Street access points to the site provide acceptable levels of delay at the entrance intersections until 60% development is reached, beyond which the third access point, along Brigade Street, is needed to mitigate delay at the other access point intersections. * This table assumes that other improvements throughout the study area, as indicated in the traffic study, are completed as needed and warranted throughout the development of the site.	

Provided that all road connections have been completed that necessary to allow for at least 220,000 square feet of office space and 27,650 square feet of retail/commercial space, such office and retail/commercial square footage shall have been constructed prior to the permitting of the 2,130<sup>th</sup> residential dwelling unit to be located on the Laurel Island Site.

Special event uses such as athletic and performance venues shall not be deemed to create and shall be excluded from any calculations of new, external trips and shall instead be subject to a traffic management plan.

### 3.3 Adequate Public Facilities

No infrastructure is currently present on the Laurel Island Site. Coordination with public facility providers is provided in **Appendix D**. New infrastructure shall be constructed in a timeframe such that adequate public facilities are provided for new development.

## Section 4. Zoning Criteria

The development of the Laurel Island Site and properties within the Laurel Island PUD must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Land Use Plan.

### 4.1 Development Standards

Below is a breakdown of development standards in the Laurel Island PUD. All amenity areas, facilities and public streets shall be subject to ADA requirements, as applicable. More details will be provided in the Laurel Island Design Principles as approved by the process outlined in Section 13:

<b>Development Standards Summary</b>	
<b>Lot Requirements</b>	
Lot Size	No minimum
Accessory Building	NA: addressed in Design Principles
Loading Docks	NA: addressed in Design Principles
<b>Minimum Setbacks*</b>	
Setbacks and Frontage	Street Side: 0 feet Side Yard: 0 feet Rear Yard: 0 feet
<b>Maximum Height**</b>	
Building Height District	Entertainment Height District LI 2 (See Sec. 54-306. _ to be established) Height District 2.5-3.5 (See Sec. 54-306.C.) Height District 8 (See Sec. 54-306.H.) Height District LI 12 (See Sec. 54-306. _ to be established)

See **Appendix A** for the Height District Plan. Height district locations may be adjusted to abut future rights-of-way, whether inward or outward. Such district adjustments and any references in the height district text of the Zoning Ordinance to the BAR shall refer to and be approved by the LIBAR.

\* Encroachments such as canopies, arcades, and awnings may project into the right-of-way but must be minimum of 2'-0" clear of any parking or travel lane, and must be 8'-0" minimum above grade to the underside of the encroachment. The Laurel Island Design Principles shall address front setbacks.

\*\* Parcels in the Laurel Island PUD are outside the Old City Height District:

- Non-habitable structures are not subject to height limits;
- Usable ground floor to second floor height shall be in excess of 12 feet for non-residential structures;
- Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc.) are excluded from height limits. The Laurel Island Design Principles shall address individual story height based on use; and
- All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.

#### **4.2 Permitted Uses; Hours**

Permitted uses in the Laurel Island PUD (hereinafter, "Mixed-Use Zoning"), shall be any and all permitted, conditional, and special exception uses provided for in the General Business and Upper Peninsula zoning classifications and any overlay districts thereon, set forth in the City of



Charleston Zoning Ordinance Article 2, Part 3 as amended through approval date of August 19, 2020, with the exception of the excluded uses listed below. Hours of Operation shall not be restricted by zoning and uses, but shall be determined by the Laurel Island Property Association ("LIPA"). Any outdoor concert venue on Laurel Island shall be permitted to play amplified music until 11:30 pm.

#### **4.2.1 Excluded Uses**

Excluded or prohibited uses in the Laurel Island PUD shall be any and all: Dairy farms, Mobile home dealers, Motor vehicle dealers (provided electric and alternative powered vehicles sales and repairs shall be permitted), Automotive repair shops, Fish hatcheries and preserves, Recreational and utility trailer dealers, Cemeteries, Stables, Sewage treatment systems, Crematories, Tattooing services, Mining/Quarrying of nonmetallic minerals, except fuels, Gas Production and Distribution, Petroleum and petroleum products wholesalers, Gasoline service stations, Shipping container storage, Indoor shooting range, Firearm sales, Adult Uses, as defined in the City of Charleston Zoning ordinance, Casinos, as defined in the City of Charleston Zoning ordinance.

#### **4.3 Parking Standards**

In implementing the Laurel Island development goals, specifically sustainable and resilient practices, there shall be no minimum or maximum parking standards for the properties included in the Laurel Island PUD. These sustainable and resilient practices place an emphasis on the use of bicycles, busing, bus rapid transit, water ferries and taxis, and other alternatives to the automobile, each of which is anticipated to negatively impact (reduce the need for) traditional use-based minimum parking space requirements. As Laurel Island is more fully developed, it is anticipated that the mix of uses, sustainable and resilient practices, alternative means of transportation, and other influences will further reduce the need for automobiles and automobile parking. Design of outdoor parking areas shall be addressed in the Laurel Island Design Principles (see Section 13) and overseen by the LIBAR.

### **Section 5. Outdoor Space and Buffers**

#### **5.1 Outdoor Space Requirements**

The Laurel Island PUD envisions a significant area of public open space throughout the site. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh around the development.

As per the Open Space plan presented in **Appendix A**, the Laurel Island PUD will provide significantly more open space and usable open space than the required minimums. The development of the Total Open Space Area and Total Usable Open Space Area may occur over the course of many years and in many phases and in differing proportions than the final developed proportions set forth in the Area Breakdown below, but never falling below the minimum requirements set forth.

#### **Total Open Space Area:**

<b>Laurel Island PUD fully developed expected Open Space Area</b>	<b>70.0 ac</b>	<b>36% of Total Area</b>
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<i>Minimum Ordinance required Open Space Area (Parks, Marsh, River, Creeks, etc.)</i>	<i>39.2 ac</i>	<i>20% of Total Area</i>
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**Total Usable Open Space Area:**

<b>Laurel Island PUD fully developed expected Usable Open Space Area</b>	<b>39.2 ac</b>	<b>56% of Total Open Space 20% of Total Area</b>
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<i>Minimum Ordinance required Usable Open Space Area (Parks, Paths, and Trails, Including all Walking and Cycling Trails, Public Piers and Docks)</i>	<i>9.8 ac</i>	<i>25% of Total Open Space</i>
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Neighborhood/pocket parks will be provided and are included in the usable open space area calculation, above.

Any increase in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall not require a PUD amendment; any reduction in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall require a PUD amendment pursuant to Section 54-260.a. of the Zoning Ordinance, unless due to acts of god or federal or state regulatory changes or restrictions.

Ownership and Maintenance: Open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, may be owned by and dedicated to the City of Charleston (as approved by the City). Open spaces not dedicated to the City of Charleston will be owned by LIPA and shall be open to the public. Nothing herein shall prohibit LIPA or the City of Charleston from establishing regular park/open space hours of operation.

## **5.2 Outdoor Space Types**

As stated in the Laurel Island Guiding Principles, the open space will be unique to Charleston, will include a public pedestrian and bike path that will encircle the majority of the island's edge, and will provide other direct public accesses to the water via paths and docks. A pier that will allow for ferry service as well as a separate crabbing pier is planned. The history of the site will be recalled through the Robert Mills Interpretive Trail and paths providing views of the Standard Oil Building Ruins.

Additional open space types at Laurel Island may be designed using the following City definitions as stipulated in Section 54-284 of the Zoning Ordinance:

Neighborhood Greens—Open green spaces intended to serve as the social center of the community and provide a location for civic activities and outdoor community functions. Neighborhood greens shall:

- Be predominantly planted areas, but may have some paved surfaces; and
- Be centrally located within the gathering place.

Plazas/Squares—Enclosed spaces that are urban in nature and designed to serve as meeting places for area residents and workers. Plazas and squares shall:

- Be predominantly paved surfaces, but may have some planted areas;
- Include pedestrian lighting and pedestrian-level details, such as variations in paving types;
- Be landscaped and incorporate amenities such as benches, fountains, monuments, and formal or informal gardens;
- Be located within denser, more urban areas of the gathering place, either at the intersection of streets or within a developed block; and
- Be mostly enclosed by building frontages;

Neighborhood Parks—Large open areas designed to provide recreational facilities and spaces for the entire gathering place, or smaller green spaces designed to serve smaller areas within the gathering place. These parks may be designed as part of a Neighborhood Green, and shall:

- Contain grassy fields, playground equipment, designated sports facilities, or picnic areas;
- Be landscaped throughout;
- Be designed for active and passive recreational purposes; and
- Be directly connected to any bicycle and pedestrian network

## **Section 6. Buffers**

Buffers are not required internal to the Laurel Island PUD between land uses. There shall be a 40' buffer from the critical line and 10' additional building setback. Section 54-347 of the City of Charleston Zoning ordinance shall govern the landscape buffer adjacent to the OCRM critical line. Pedestrian amenities may be located within buffers and setbacks. Refer to **Appendix F, Exhibit 5**. Notwithstanding critical line buffers and setbacks, the existing dikes shall be preserved, maintained, and improved as may be reasonable or necessary, or both.

## **Section 7. Tree Summary**

There is minimal tree cover on the Laurel Island Site – refer to **Appendix F, Exhibit 2: Aerial**. Existing trees are primarily located in the critical line buffer zone. Tree protection shall be in compliance with the City of Charleston Zoning Ordinance. Due to the nature of Laurel Island previously being a landfill, the planting of trees on Laurel Island shall be determined by the LIBAR and shall not follow or be bound by the requirements of the Ordinance. Within City owned and maintained property, plantings shall be approved by the City of Charleston Parks Department. Parcels not on the Laurel Island Site (Parcels III, IV, and V) shall be subject to City tree planting requirements.

## **Section 8. Right-Of-Way**

Within the Laurel Island Site there are plans to establish a new roadway network with typical street types (see **Appendix A**). Roadways constructed to City standards shall be dedicated public streets



unless it is in the best interest of the developer to privately maintain. Any roadways not dedicated as a public street shall be permitted to utilize gravel, dirt, or boardwalk surfaces. East-West streets shall have view corridors extending to Town Creek. No dedicated public streets in the Laurel Island PUD shall be limited by gates (nothing herein shall prohibit gates on private property such as for a parking lot or garage).

As stated in Section 4.1, ADA compliance shall be provided, by providing, at a minimum, accessible routes between right-of-way, parking, public transportation, amenities, and entrances. Vehicles, public transportation, bicycles, and pedestrians will be accommodated by the new roadway infrastructure. Public facilities such as new sidewalks on Romney Street (5-feet wide on the north and 10-feet wide on the south side) are proposed as a part of the project. Transit infrastructure will be required and shall be approved as part of site plan review based on requirements set forth in the Zoning Code. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's Access and Roadside Management Standards Manual.

## **Section 9. Drainage Basin Analysis**

### **9.1 Flood Zone**

A copy of the 2004 FEMA flood maps as well as the 2016 Preliminary Maps can be found in **Appendix F**. The 2004 FIRM (Flood Insurance Rate Map) identifies the Laurel Island Site within Flood Zones X, AE-13, and AE-14 (NGVD-29). The existing elevation of the Laurel Island Site upland of the existing dike to remain ranges from 8 to 22 NAVD 88 (see **Appendix F, Exhibit 4**). While the outer edges of the Laurel Island Site within or near the critical line will be subject to the base flood elevation, the developable highland of the site is above the surrounding base flood elevation. The existing dike, which was built to contain dredge spoil and municipal solid waste, ranges in elevation from 8 to 15 NAVD 88, with the highest elevations on the east side of the Laurel Island site adjacent to Town Creek. Parcels III, IV, and V are in Zone AE-13 (NGVD-29) per the 2004 FIRM. All construction will comply with the current City of Charleston Building Code.

### **9.2 Existing Topography and Drainage**

The Laurel Island Site currently is a pervious landform with existing drainage conveyed by overland flow and swales to its release to adjacent marshland of Town and Newmarket Creeks as illustrated on **Appendix F, Exhibit 6**. Parcel V (995 Morrison / County parcel) is primarily impervious with existing ground at approximately elevation 6 with runoff collected by existing stormwater infrastructure maintained by the City or the SCDOT. Parcel III (railroad parcel) is primarily impervious with ground elevations of approximately 7 and drained by overland flow by an adjacent drainage ditch contributory to Newmarket Creek. The Brigade Street access parcel (parcel IV) is currently a compacted gravel roadway. Runoff is currently drained by a swale that runs through the property.

### **9.3 Wetlands Verification**

The existing wetlands, critical line, and required buffers are identified on **Appendix F, Exhibit 5**. The Ocean Coastal Resource Management (ORCM) critical line and wetlands have been delineated by a professional natural resources consultant, identified on a plat by a licensed surveyor, and approved by the appropriate regulatory agencies (see **Appendix E**).

#### **9.4 Preliminary Stormwater Techniques**

The proposed stormwater management system on the Laurel Island Site will be developed in consultation with the City of Charleston MS4. Drainage infrastructure on parcels I, II, and VI, as identified above, will include new conveyance piping, quality treatment practices, and outfalls to Town Creek/Cooper River. For stormwater quantity peak rates and volumes, proposed development will retain natural drainage features where possible and deploy lower-impact techniques to control and promote reductions to a practical extent; however, stormwater detention ponds will not be part of the management plan.

Should rates and or volumes exceed pre-development conditions, variance to this requirement within the City Design Manual will be proposed on the grounds that 1) excavation for detention ponds into the landfill cap and underlying municipal solid waste or within any part of the perimeter containment dike is not authorized by DHEC's Bureau of Land and Waste Management and 2) the downstream receiving waterbody is Town Creek and Charleston Harbor which does not present a flooding risk or create adverse conditions to adjacent properties.

Coordination with the City shall be required to determine design requirements in relation to the City of Charleston's Stormwater Design Standards Manual. Primary water quality treatment will be accomplished with engineered devices that do not rely on infiltration and will minimize leaching into the existing underlying municipal solid waste layer. Green infrastructure practices that can retain, treat, and release stormwater without coming in contact with the underlying layer shall be implemented to provide water quality treatment. Proposed road rights-of-way will include trees and streetscape planted within filtration enclosures that are connected to the main conveyance system. Additionally, to maintain compliance with the City's Flooding & Sea Level Rise Strategy, which suggests designing for sea level rise of 2 to 3 feet in the next 50 years, outfalls shall be located at an elevation such that they are not tidally influenced and allow for energy dissipation and additional quality treatment through vegetation prior to release from the Site.

Stormwater management on the other three properties included in this PUD (Parcels, III, IV, and V) shall be subject to the stormwater requirements of the City that are current at the time of project submission, absent a separate agreement between the Property Owner and City specifying the required improvements for development of the Property.

Per Section 54-822(c) of the Zoning Code, easements, when required for drainage or sewage for the area to be subdivided, shall be of such width as necessary to permit proper construction of drainage facilities based on the drainage system of the area. No subdivision shall block or obstruct the natural drainage of an adjoining area. Existing natural drainage shall be maintained or replaced where possible or feasible.

Storm drainage during construction shall be designed to meet or exceed local, state and federal regulations involving stormwater flows, siltation, erosion control, and water quality which are prevailing at the time. Appropriate best management practices (BMPs) shall be installed and

maintained to preserve water quality of adjacent water bodies as a part of the Stormwater Pollution Prevention Plan.

## **Section 10. Traffic Study**

A traffic impact analysis was conducted for the Laurel Island project in accordance with SCDOT and The City of Charleston guidelines. Access to the development is provided through one existing intersection along Morrison Drive via Romney Street, one proposed entry/exit via Brigade Street (upon completion of a proposed bridge over the existing parallel rail tracks), and one proposed entry/exit via Cool Blow Street (upon completion of a proposed Cool Blow Bridge over Morrison Drive and the existing parallel rail tracks).

The results of the intersection analyses indicate that thirteen of the study intersections currently experience or are projected to experience undesirable delay during the peak periods with or without the Laurel Island project. Therefore, improvements were evaluated. Recommended improvements can be found in **Appendix B**.

## **Section 11. Cultural Resources Study**

A cultural resources reconnaissance survey of Laurel Island has been conducted. The Historic Resources Impact Assessment includes a visual impact analysis to identify potential adverse effects of the proposed development. The analysis examined potential impacts to the William Enston Home, Magnolia Cemetery, the Immigration Center, and the Charleston City Railway Car House. Please refer to **Appendix C** for the full report.

## **Section 12. Letters of Coordination**

Letters of coordination from the North Charleston Sewer District, Charleston Water System, Dominion, AT&T, and Charleston County School District are included as **Appendix D**.

## **Section 13. Additional Information**

### **13.1 Design Review and Modifications**

The Laurel Island Design Principles shall be established by the developer and administered by the POA in the form of an internal architectural review board (the "LIBAR"), which shall be established prior to the commencement of development in the Laurel Island PUD. The LIBAR Rules and Regulations are included as **Appendix G**. LIBAR approvals and enforcement shall continue during construction, future maintenance, and alterations of all development within the Laurel Island PUD.

The Laurel Island Design Principles shall be approved by the City of Charleston Board of Architectural Review (BAR-L) and these guidelines shall be used for evaluation of individual projects and signage by the LIBAR and City staff. City staff shall review and approve all projects for design principle compliance prior to a project receiving final TRC (Technical Review Committee) approval. Any appeal by an individual property owner of any decision of the LIBAR



shall be appealed to the BAR-L, pursuant to the LIBAR Rules and Regulations. Any further appeal from the BAR-L shall be as provided by the Zoning Ordinance and the South Carolina Code of Laws. The Laurel Island Design Principles shall cover the following elements: Architectural Design; Impact on Cultural Resources; Site and Exterior Building Lighting; Exterior Signage; Landscape Design; and Parking Standards.

### **Laurel Island Design Review Process**

#### **Design Principles/Architectural Guidelines Approval Process**

Development of Laurel Island Design Principles



Laurel Island Design Principles Approval  
(City of Charleston Board of Architectural Review Large (BAR-L))

#### **Project Approval Process**

Project Conception



Laurel Island Board of Architectural Review (LIBAR)



Board of Architectural Review (BAR-L) (in the event of appeal)



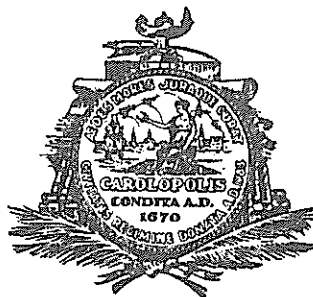
City TRC Approval



**PERMIT**

### **13.2 Laurel Island Conceptual Master Plan**

See **Appendix A** for Laurel Island Detailed Land Use Plan.



Ratification  
Number \_\_\_\_\_

## A N O R D I N A N C E

TO AMEND CHAPTER 54 OF THE CODE OF THE CITY OF CHARLESTON (ZONING ORDINANCE) BY AMENDING SECTIONS OF THE MAGNOLIA PLANNED UNIT DEVELOPMENT (PUD) MASTER PLAN AND DEVELOPMENT GUIDELINES RELATED TO NET DENSITY, PERMITTED USES AND TEMPORARY PARKING STANDARDS TO HERIOT STREET, BRASWELL STREET, MILFORD STREET, OCEANIC STREET & HAGOOD ROAD (MAGNOLIA PUD – PENINSULA NECK) (APPROX. 189.49 ACRES) (TMS# 464-00-00-012, 025, 026, 028, 029, 030, 039 & 040; 464-13-00-008, 011, 012, 013 & 023; 466-00-00-016, 017, 018, 019, 028 THROUGH 037, 044, 046, 049, & 051) AND TO REZONE TMS# 466-00-00-043 SO AS TO BE INCLUDED IN THE PLANNED UNIT DEVELOPMENT (PUD).

BE IT ORDAINED BY THE MAYOR AND COUNCIL MEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by amending the Magnolia Planned Unit Development Master Plan and Development Guidelines as more fully described in the document titled "Magnolia Planned Unit Development, September 9, 2020" which is attached hereto and made part hereof, with the Planned Unit Development Guidelines attached hereto and incorporated herein by reference to serve as the development plan for such property; and to rezone the property described in Section 3 hereof by changing the zoning designation from Heavy Industrial (HI) to Planned Unit Development (PUD) (Magnolia), as amended hereof:

Section 2. The Magnolia Planned Unit Development Master Plan and Development Guidelines be amended for property described as follows:

Properties and right-of-ways on Heriot Street, Braswell Street, Milford Street, Oceanic Street & Hagood Road (Magnolia PUD – Peninsula neck) (TMS# 464-00-00-012, 025, 026, 028, 029, 030, 039 & 040; 464-13-00-008, 011, 012, 013 & 023; 466-00-00-016, 017, 018, 019, 028 through 037, 044, 046, 049, & 051) (approx. 189.49 acres)

Section 3. The property to be rezoned is described as follows:

Property on Braswell St (TMS# 466-00-00-043) (approx. 7.91 acres).

Section 4. This Ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of  
in the Year of Our Lord 2020, in the \_\_\_\_ Year of  
Independence of the United States of America.

By: \_\_\_\_\_

John J. Tecklenburg  
Mayor, City of Charleston

Attest: \_\_\_\_\_

Jennifer Cook  
Interim Clerk of Council

## ORDINANCE AMENDMENT & REZONING 1

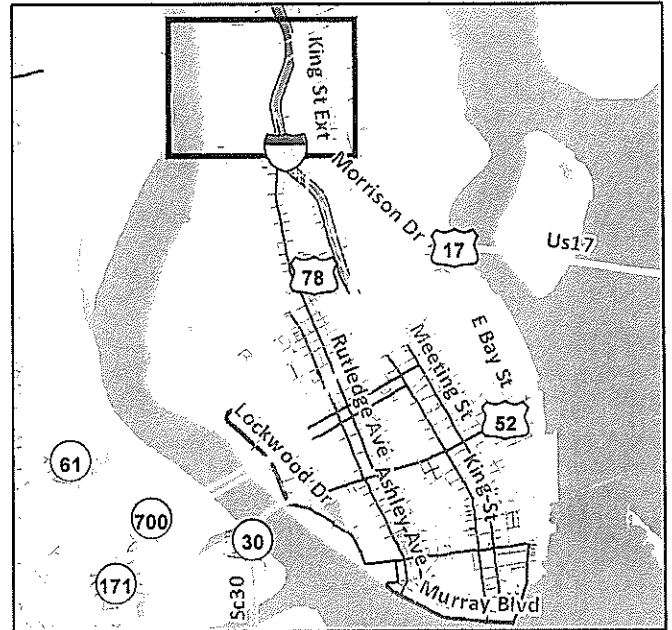
Heriot St, Braswell St, Milford St, Oceanic St & Hagood Rd  
(Magnolia PUD – Peninsula Neck)

TMS# 4640000012, 025, 026, 028, 029, 030, 039 & 040;  
4641300008, 011, 012, 013 & 023; 4660000016, 017, 018,  
019, 028 through 037, 044, 046, 049, & 051

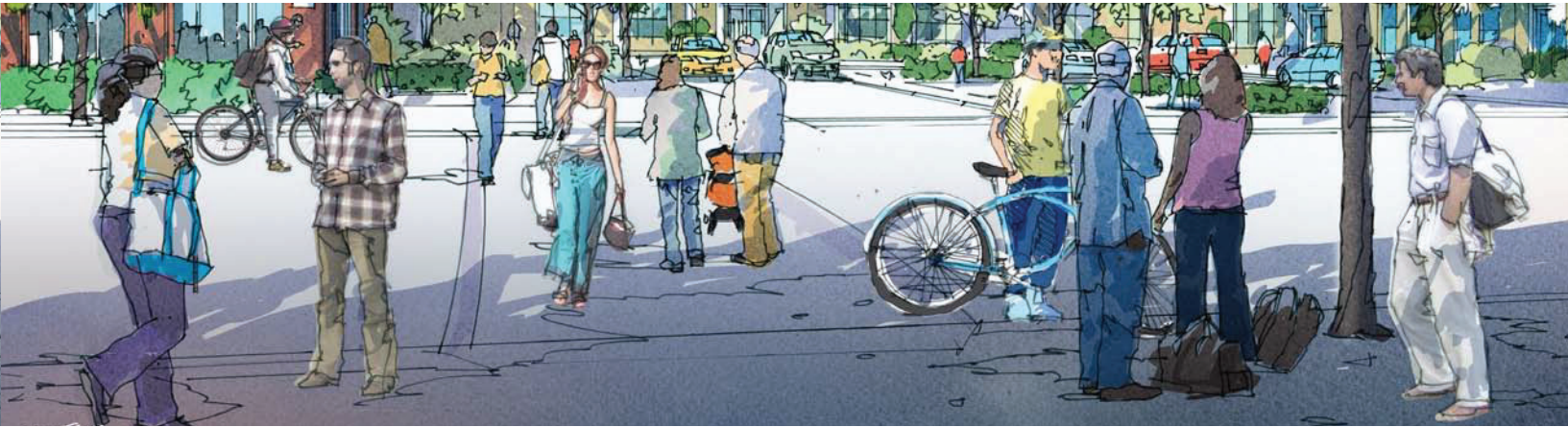
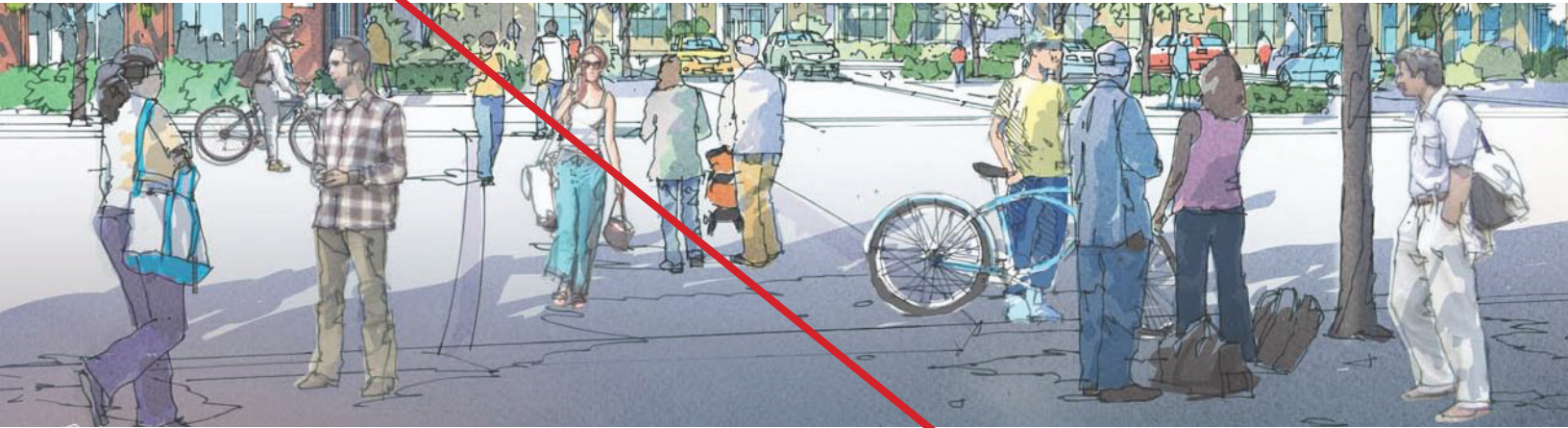
approx. 189.49 ac.

Request amendment to the Magnolia Planned Unit Development Master Plan and Development Guidelines to amend sections related to net density, permitted uses and temporary parking standards and to rezone TMS# 4660000043 so as to be included in the Planned Unit Development (PUD).

Owner/Applicant: HR Charleston I LLC et al.







Images prepared by Urban Design Associates

# MAGNOLIA PLANNED UNIT DEVELOPMENT

Charleston, South Carolina

Applicant:  
~~Ashley River Investors, LLC~~  
~~201 Sigma Drive, Suite 400~~  
~~Summerville, SC 29483~~

Owners:  
 Ashley I, LLC  
 Ashley II of Charleston, LLC

(843) 871-5000

~~November 19, 2014~~  
 City Project ID#: 141016-Braswell St.-1

# MAGNOLIA PLANNED UNIT DEVELOPMENT

Charleston, South Carolina

Applicant:  
 HR Charleston, LLC  
 2198 Milford Street  
 Charleston SC 29405

Owners:  
 Ashley I, LLC  
 Ashley II of Charleston, LLC  
 Parker Real Estate, LP

HR Charleston I, LLC  
 HR Charleston II, LLC  
 HR Charleston III, LLC  
 HR Charleston VI, LLC

September 9, 2020  
 City Project ID#: 141016-Braswell St.-1



# MAGNOLIA PLANNED UNIT DEVELOPMENT

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# MAGNOLIA PLANNED UNIT DEVELOPMENT

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SECTION 1: RELATIONSHIP TO ZONING ORDINANCE

The Development Guidelines and Land Use Plan for the Magnolia Planned Unit Development (Magnolia PUD), attached hereto and made a part hereof, are part of the PUD conditional use master plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7, Sections 54-250 et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

No person shall erect or alter any building, structure or sign on any tract of land or use any tract of land within the Magnolia PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Magnolia PUD shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Magnolia PUD shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Magnolia PUD was approved by Charleston City Council on \_\_\_\_\_, Ordinance Number \_\_\_\_\_.

SECTION 1: RELATIONSHIP TO ZONING ORDINANCE

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The plans, descriptions, and images set forth in this PUD Master Plan are proposed conceptual design plans only, which illustrate tentative, schematic land uses and locations of potential use types. This PUD Master Plan is not prescriptive, nor is it intended to show the final land uses, architecture, design elements, streets, or parcel boundaries, all of which remain subject to change and any of the total square footage or unit amounts of office, retail, residential, accommodations or other uses permitted hereunder may be utilized on any parcel within Magnolia.

The Magnolia PUD was approved by Charleston City Council on \_\_\_\_\_, Ordinance Number \_\_\_\_\_.



SECTION 2: INTRODUCTION AND BACKGROUND INFORMATION

2.1 BACKGROUND AND OWNERSHIP

Magnolia is an approximately ~~182~~ acre site, composed of ~~134~~ acres of highland and ~~48~~ acres of marsh, along the Ashley River north of Wagener Terrace and west of I-26 on peninsular Charleston. The Magnolia PUD is comprised of ~~34~~ parcels owned by ~~two~~ entities. Due to the area’s industrial past as a site of fertilizer manufacturing and wood treatment facilities, many of the existing parcels are brownfield sites. There is very little in the way of vegetation on the site and much of it is covered by concrete slabs of former industrial buildings. Historically, two fertilizer plants and a wood treatment facility operated on Magnolia at various portions of the property. Since then, certain warehousing, storage and light industrial uses have replaced the fertilizer and wood treatment facility on the property.

In 2003, a mixed-use development known as Magnolia was envisioned for the property. The land was acquired by Ashley I, LLC and Ashley II of Charleston, LLC and they began the planning and re-zoning process. In 2007 a portion of the property was re-zoned to Gathering Place and construction of the bridge to the property began in 2008. Beazer East remediated the wood treatment facility partially in 2005. Conoco remediated the former Ashepoo Fertilizer Plant in 2010. Potash Corporation of Saskatchewan is ~~currently in the process~~ or remediating the Columbia Nitrogen Fertilizer Plant.

Due to the recession, the project was stalled in 2010 at which point the Ashley entities defaulted on their loan. In 2013 Ashley River Investors, LLC acquired an option to purchase the property and began planning for its redevelopment. ~~Further remediation, beginning in 2015 will be required prior to development of the property into a mixed use community. Gathering Place zoning proved to be inflexible and economically infeasible for Magnolia. As such, the property is proposed to be re-zoned as a Planned Unit Development.~~

SECTION 2: INTRODUCTION AND BACKGROUND INFORMATION

2.1 BACKGROUND AND OWNERSHIP

Magnolia is an approximately ~~182~~ **189.49** acre site, composed of ~~134~~ **140.80** acres of highland and ~~48~~ **48.69** acres of marsh, along the Ashley River north of Wagener Terrace and west of I-26 on peninsular Charleston. The Magnolia PUD is comprised of ~~34~~ **32** parcels owned by ~~two~~ **multiple** entities. Due to the area’s industrial past as a site of fertilizer manufacturing and wood treatment facilities, many of the existing parcels are brownfield sites. There is very little in the way of vegetation on the site and much of it is covered by concrete slabs of former industrial buildings. Historically, two fertilizer plants and a wood treatment facility operated on Magnolia at various portions of the property. Since then, certain warehousing, storage and light industrial uses have replaced the fertilizer and wood treatment facility on the property.

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Due to the recession, the project was stalled in 2010 at which point the Ashley entities defaulted on their loan. In 2013 Ashley River Investors, LLC acquired an option to purchase the property and began planning for its redevelopment.

**In 2018, HR Charleston I, LLC, HR Charleston II, HR Charleston III, HR Charleston VI acquired the property. HR Charleston VII, HR Charleston IX and HR Charleston X have an option to take title to portions of the property. Construction began on the first phase of infrastructure in September 2019.**

Below is a list of all parcels contained within the Magnolia project boundaries showing ownership, TMS number and acreage of each parcel. Overall acreage for the Magnolia PUD includes existing road right-of-ways and the NCSD Sewer Pump Station, the table below shows only parcel acreages. Refer to Section 3 for total acreage calculations.

Parcels with TMS numbers 464-13-00-013, 464-13-00-012, 464-13-00-011, 464-13-00-008 and 464-13-00-023 shall be referred to in the Magnolia PUD document as the Heriot Street Parcels.

Owner	TMS#	Land Area
Ashley I, LLC	464-00-00-012	48.420
<del>Ashley II of Charleston, LLC</del>	464-00-00-025	6.011
<del>Ashley II of Charleston, LLC</del>	464-00-00-026	7.240
<del>Ashley II of Charleston, LLC</del>	464-00-00-028	3.991
Ashley I, LLC	464-00-00-029	8.253
Ashley II of Charleston, LLC	464-00-00-030	0.000
<del>Ashley II of Charleston, LLC</del>	464-00-00-039	0.953
<del>Ashley II of Charleston, LLC</del>	464-00-00-040	2.418
<del>Ashley II of Charleston, LLC</del>	464-13-00-013	0.258
<del>Ashley II of Charleston, LLC</del>	464-13-00-012	0.115
<del>Ashley II of Charleston, LLC</del>	464-13-00-011	0.116
<del>Ashley II of Charleston, LLC</del>	464-13-00-008	0.350
<del>Ashley II of Charleston, LLC</del>	464-13-00-023	0.197
<del>Ashley II of Charleston, LLC</del>	466-00-00-016	9.676
Ashley II of Charleston, LLC	466-00-00-017	4.120
<del>Ashley II of Charleston, LLC</del>	466-00-00-018	27.609
Ashley I, LLC	466-00-00-019	5.207
Ashley I, LLC	466-00-00-028	1.461
Ashley I, LLC	466-00-00-029	1.775
Ashley I, LLC	466-00-00-030	3.678
Ashley I, LLC	466-00-00-031	10.001
Ashley II of Charleston, LLC	466-00-00-032	1.016
Ashley II of Charleston, LLC	466-00-00-033	1.755
Ashley II of Charleston, LLC	466-00-00-034	1.849
Ashley I, LLC	466-00-00-035	2.102
Ashley I, LLC	466-00-00-036	1.002
Ashley II of Charleston, LLC	466-00-00-037	2.200
Ashley II of Charleston, LLC	466-00-00-044	0.634
Ashley II of Charleston, LLC	466-00-00-046	12.230
Ashley I, LLC	466-00-00-049	4.207
<del>Ashley II of Charleston, LLC</del>	466-00-00-051	3.000
TOTAL:		<del>171.844</del>
Existing Street ROWs		9.736
TOTAL PROJECT AREA:		<del>181.58</del>

Below is a list of all parcels contained within the Magnolia project boundaries showing ownership, TMS number and acreage of each parcel. Overall acreage for the Magnolia PUD includes existing road right-of-ways and the NCSD Sewer Pump Station, the table below shows only parcel acreages. Refer to Section 3 for total acreage calculations.

Parcels with TMS numbers 464-13-00-013, 464-13-00-012, 464-13-00-011, 464-13-00-008 and 464-13-00-023 shall be referred to in the Magnolia PUD document as the Heriot Street Parcels.

Owner	TMS#	Land Area
Ashley I, LLC	464-00-00-012	48.420
HR Charleston III, LLC	464-00-00-025	6.011
HR Charleston III, LLC	464-00-00-026	7.240
HR Charleston III, LLC	464-00-00-028	3.991
Ashley I, LLC	464-00-00-029	8.253
Ashley II of Charleston, LLC	464-00-00-030	0.000
HR Charleston III, LLC	464-00-00-039	0.953
HR Charleston III, LLC	464-00-00-040	2.418
HR Charleston VI, LLC	464-13-00-013	0.258
HR Charleston VI, LLC	464-13-00-012	0.115
HR Charleston VI, LLC	464-13-00-011	0.116
HR Charleston VI, LLC	464-13-00-008	0.350
HR Charleston VI, LLC	464-13-00-023	0.197
HR Charleston I, LLC	466-00-00-016	9.676
Ashley II of Charleston, LLC	466-00-00-017	4.120
HR Charleston II, LLC	466-00-00-018	27.609
Ashley I, LLC	466-00-00-019	5.207
Ashley I, LLC	466-00-00-028	1.461
Ashley I, LLC	466-00-00-029	1.775
Ashley I, LLC	466-00-00-030	3.678
Ashley I, LLC	466-00-00-031	10.001
Ashley II of Charleston, LLC	466-00-00-032	1.016
Ashley II of Charleston, LLC	466-00-00-033	1.755
Ashley II of Charleston, LLC	466-00-00-034	1.849
Ashley I, LLC	466-00-00-035	2.102
Ashley I, LLC	466-00-00-036	1.002
Ashley II of Charleston, LLC	466-00-00-037	2.200
Ashley II of Charleston, LLC	466-00-00-044	0.634
Ashley II of Charleston, LLC	466-00-00-046	12.230
Ashley I, LLC	466-00-00-049	4.207
HR Charleston II, LLC	466-00-00-051	3.000
Parker Real Estate, LP	466-00-00-043	7.910
TOTAL:		179.754
Existing Street ROWs		9.736
TOTAL PROJECT AREA:		189.490

2.1 CURRENT ZONING

Magnolia is currently zoned ~~GP (Gathering Place)~~, HI (Heavy Industrial), ~~C (Conservation)~~ and ~~SR-1 (Single Family Residential)~~.



2.2 DEVELOPMENT GOALS

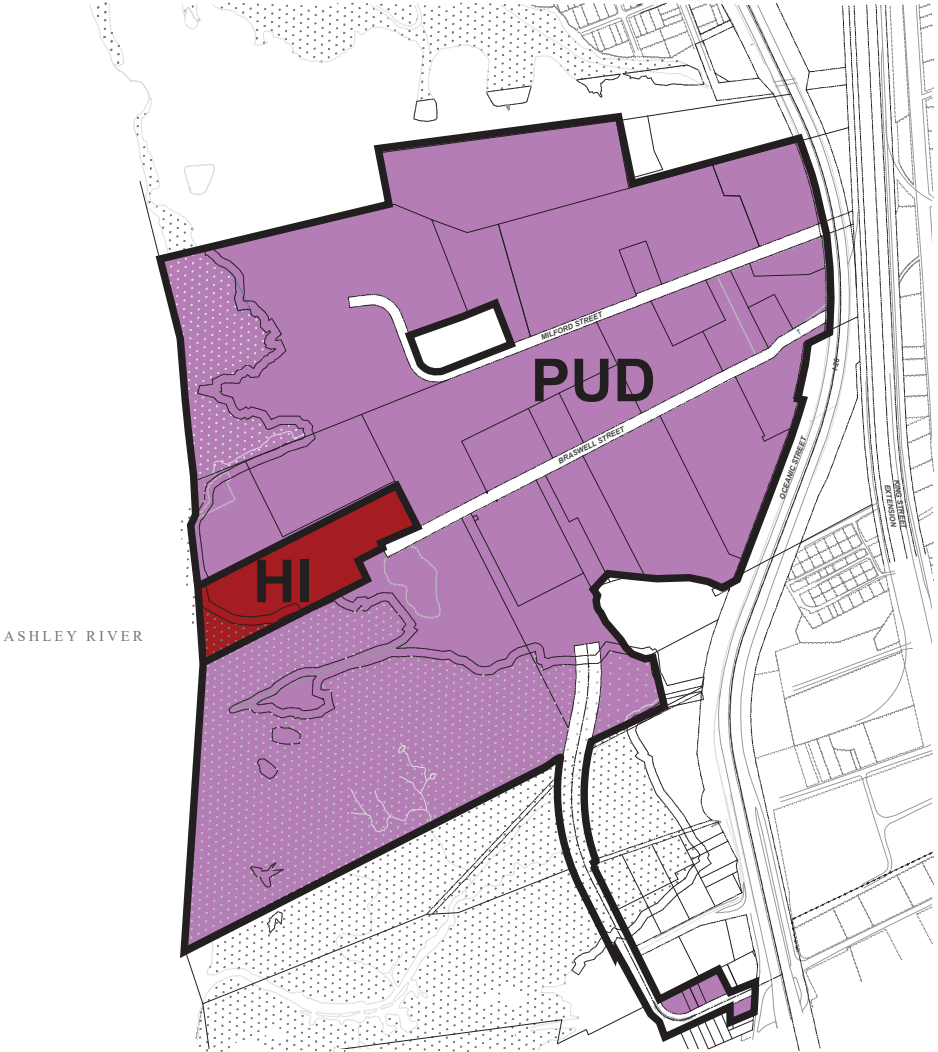
Magnolia is a redevelopment site that can accommodate a mix of uses and is designed to create a walkable, pedestrian-oriented neighborhood. The design character and urban form of this new neighborhood is derived from the existing street network and the existing ownership parcel lines. The architectural character will draw from the industrial building types found in the immediate vicinity of the Neck while also serving as a complement to the historic character of Charleston. With unparalleled access to the Ashley River, enhancing public access to the riverfront and marsh area is the focal point of this plan.

The Magnolia PUD is based on the following development principles:

- Providing active public access to Ashley River waterfront
- Creating flexible development blocks
- Encouraging sustainable design and development strategy
- Enhancing pedestrian and bicycle connectivity
- Enabling creation of vibrant public realm
- Accommodating a diverse range of uses

2.1 CURRENT ZONING

Magnolia is currently zoned **PUD (Planned Unit Development)** and HI (Heavy Industrial).



2.2 DEVELOPMENT GOALS

Magnolia is a redevelopment site that can accommodate a mix of uses and is designed to create a walkable, pedestrian-oriented neighborhood. The design character and urban form of this new neighborhood is derived from the existing street network and the existing ownership parcel lines. The architectural character will draw from the industrial building types found in the immediate vicinity of the Neck while also serving as a complement to the historic character of Charleston. With unparalleled access to the Ashley River, enhancing public access to the river-front and marsh area is the focal point of this plan.

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- Providing active public access to Ashley River waterfront
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- Accommodating a diverse range of uses



SECTION 3: LAND USE

3.1. AREA BREAKDOWN

Below is a breakdown of Magnolia’s total project acreage, open space and right-of-ways.

Total Project Area				<del>181.58</del>	ac.	<del>(Outer Boundary minus Interior Outparcel)</del>
Total Developed Area				<u><del>133.95</del></u>	ac.	<u>74%</u> of Total Area
(Blocks, Parks, & R/W)						
Total Marsh Area				<u><del>47.63</del></u>	ac.	<u>26%</u> of Total Area
Sum =				<del>181.58</del>	ac.	100%

Total Open Space Area*				<u><del>70.21</del></u>	ac.	<u><del>39%</del></u> of Total Area
(Parks, Marsh, River, Creeks, etc.)						
Total Usable Open Space Area				<u><del>22.58</del></u>	ac.	<u><del>32%</del></u> of Total Open Space
(Parks Only)						
Total R/W Area				<u><del>25.67</del></u>	ac.	<u><del>14%</del></u> of Total Area

\*Does not include Hall II Park (14.56ac highland + 13.78ac marsh = 28.34ac), Monrovia Cemetery (1.93ac highland + ~~.009ac marsh = 1.939~~) and CCPRC park (~~2.77ac highland + 21.901ac marsh = 24.671ac~~) for a grand total of 54.95 acres.

3.2 NET DENSITY

The table below summarizes net density for the entire project site.

Net Density	
Residential	<del>3,500 units (26 du/ac of developable land)</del>
Office	<del>850,000 ft<sup>2</sup></del>
Retail	<del>420,000 ft<sup>2</sup></del>
Hospitality	<del>600 Keys</del>
See Figure 1: Conceptual Land Use Plan	

SECTION 3: LAND USE

3.1. AREA BREAKDOWN

Below is a breakdown of Magnolia’s total project acreage, open space and right-of-ways.

Total Project Area			<b>189.49</b>	ac.	
Total Developed Area			<b>140.80</b>	ac.	<b>74%</b> of Total Area
(Blocks, Parks & R/W)					
Total Marsh Area			<b>48.69</b>	ac.	<b>26%</b> of Total Area
Sum =			<b>189.49</b>	ac.	<b>100%</b>

Total Open Space Area*			<b>72.42</b>	ac.	<b>38%</b> of Total Area
(Parks, Marsh, River, Creeks etc.)					
Total Usable Open Space Area			<b>23.73</b>	ac.	<b>33%</b> of Total Open Space
(Parks Only)					
Total R/W Area			<b>26.98</b>	ac.	<b>14%</b> of Total Area

\*Does not include Hall II Park (14.56ac highland + 13.78ac marsh = 28.34ac), Monrovia Cemetery (1.93ac highland + **21.901ac marsh = 24.671ac**) for a grand total of 54.95 acres.

3.2 NET DENSITY

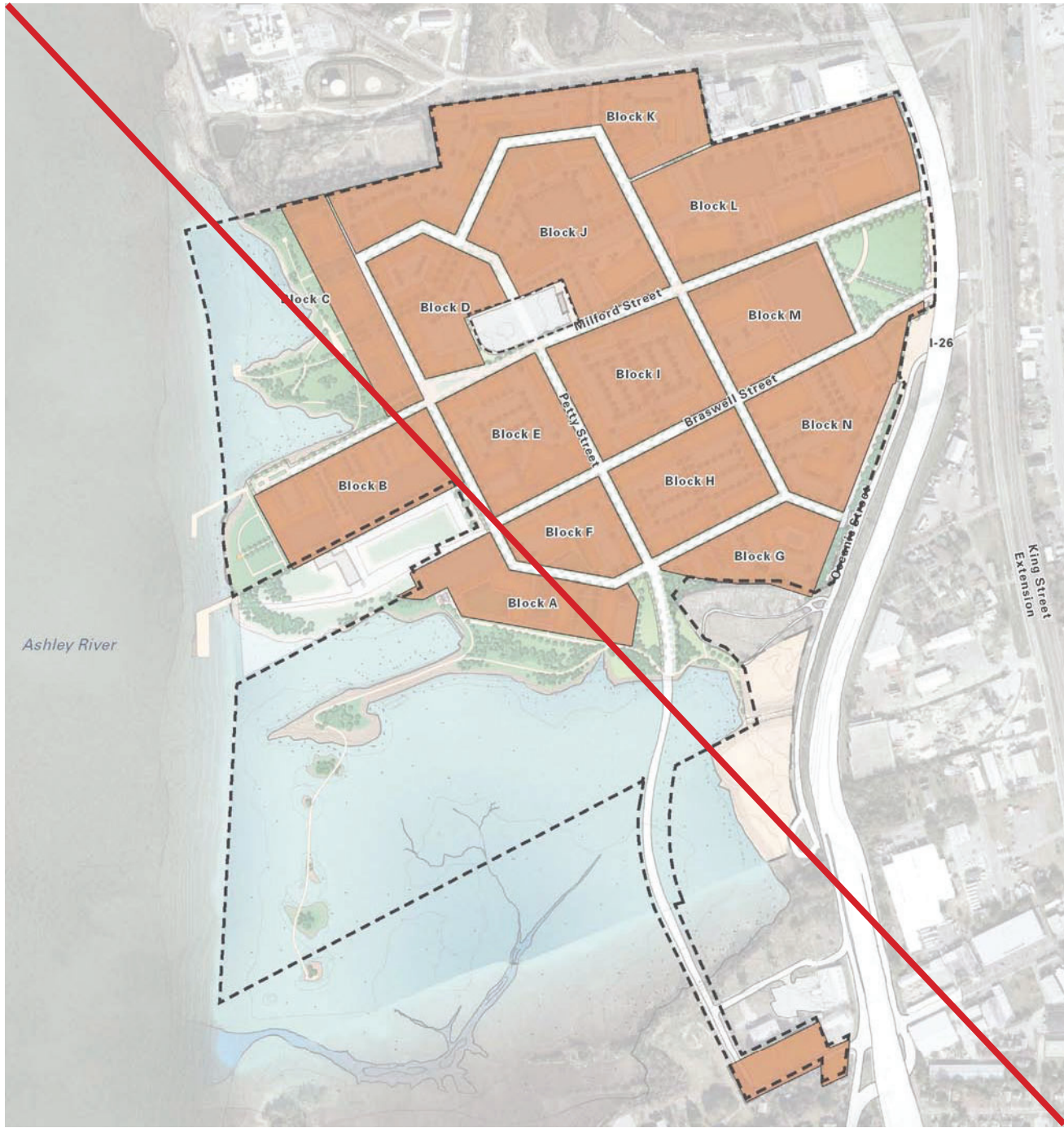
The table below summarizes net density for the entire project site.

Net Density	
Residential	<b>4080 units</b>
Office	<b>1,050,000 SF</b>
Retail	<b>200,000 SF</b>
Hospitality	<b>1,040 accommodation units</b>
See Figure 1: Conceptual Land Use Plan	



3.3 DEVELOPMENT PODS

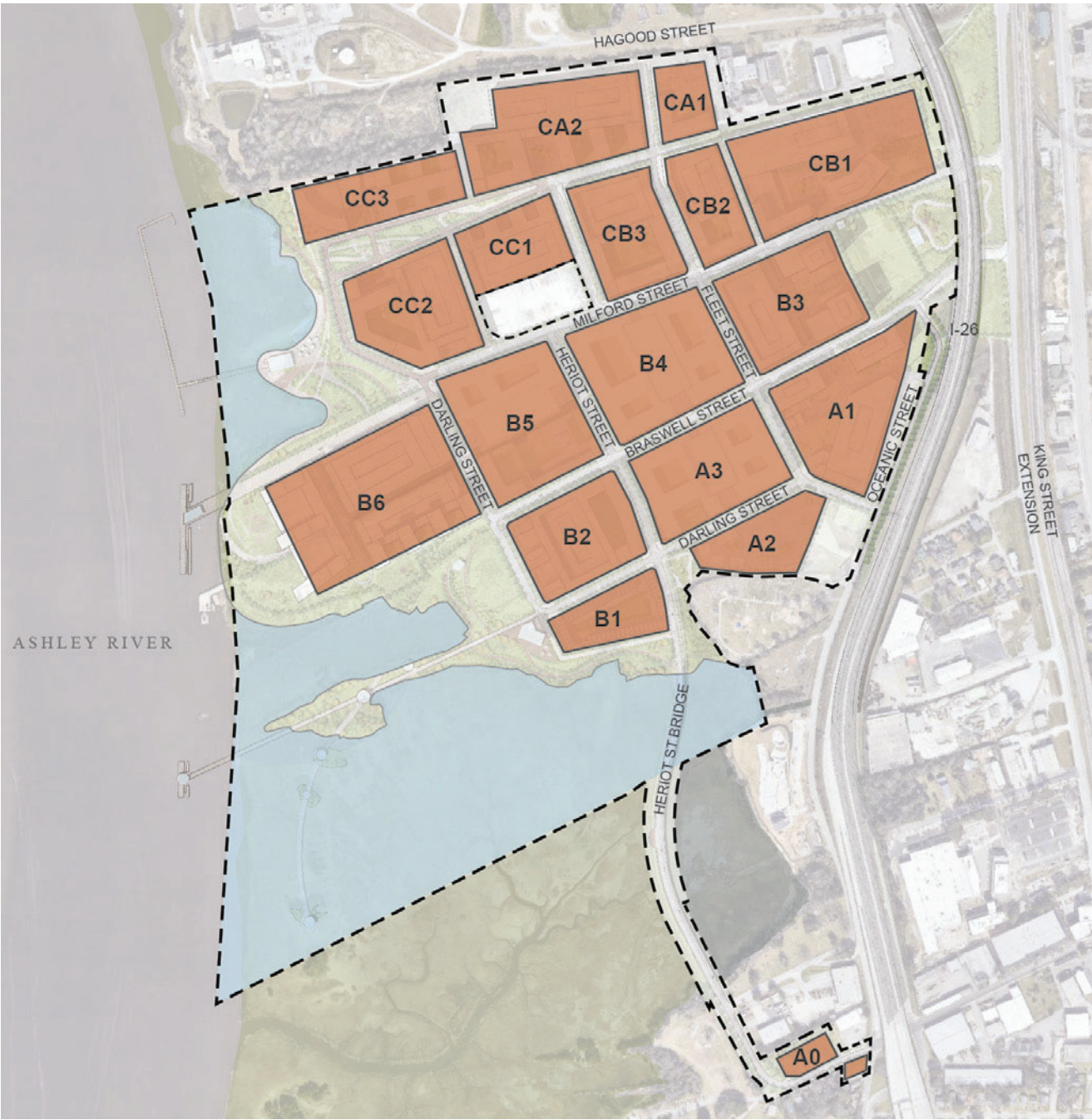
Magnolia shall be comprised of a mixture of uses including, but not limited to, general office, hospitality, institutional, retail, entertainment and a variety of residential options. This range of uses will create an opportunity to enhance alternative methods of transportation to support the urban environment, reducing traffic demand and impacts.



Mixed Use Development

3.3 DEVELOPMENT PODS

Magnolia shall be comprised of a mixture of uses including, but not limited to, general office, hospitality, institutional, retail, entertainment and a variety of residential options. This range of uses will create an opportunity to enhance alternative methods of transportation to support the urban environment, reducing traffic demand and impacts.



Mixed Use Development

Net Density	
Residential	4080 units
Office	1,050,000 SF
Retail	200,000 SF
Hospitality	1,040 accommodation units
See Figure 1: Conceptual Land Use Plan	



SECTION 4: ZONING CRITERIA

The development of the property must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Conceptual Land Use Plan.

4.1 DEVELOPMENT STANDARDS

Below is a breakdown of development standards in Magnolia. All amenity areas, facilities and public streets shall be ADA compliant. More details will be provided in the Design Principles as approved by the process outlined in Section 9:

DEVELOPMENT STANDARDS SUMMARY	
Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in private design principles
Loading Docks	NA: addressed in private design principles
Minimum Setbacks *	
Setbacks and Frontage	Street Side – 0 feet Side Yard – 0 feet Rear yard – 0 feet
Maximum Height**	
Building Height	5 Story, 6 Story and 9 Story Height Districts See Figure 2: Height Districts for proposed location

HERIOT STREET PARCELS	
Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in private design principles
Loading Docks	NA: addressed in private design principles
Minimum Setbacks	
Setbacks and Frontage	Street Side – 0 feet Side Yard – 0 feet Rear yard – 0 feet
Maximum Height	
Building Height	3 Story Height District See Figure 2: Height Districts for proposed location

\* Encroachments such as canopies, arcades, and awnings may project into the right-of-way but must be minimum 2'-0" clear of any parking or travel lane, and must be 8'-0" minimum above grade to the underside of the encroachment. Design Principles shall address front setbacks.

\*\* Non habitable structures are not subject to height limits  
Habitable ground floor to second floor height shall be 16' for non-residential structures  
Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc) are excluded  
Design Principles shall address individual story height based on use.

\*\*\* All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.

SECTION 4: ZONING CRITERIA

The development of the property must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Conceptual Land Use Plan. **The Conceptual Land Use Plan and proposed uses shown thereon are conceptual (and not prescriptive) in nature and subject to change. Any of the total square footage or unit amounts of office, retail, residential, hospitality, or other uses permitted hereunder may be utilized on any parcel within Magnolia**

4.1 DEVELOPMENT STANDARDS

Below is a breakdown of development standards in Magnolia. All amenity areas, facilities and public streets shall be ADA compliant. More details will be provided in the Design Principles as approved by the process outlined in Section 9:

DEVELOPMENT STANDARDS SUMMARY	
Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in private design principles
Loading Docks	NA: addressed in private design principles
Minimum Setbacks *	
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Maximum Height**	
Building Height	5 Story, 6 Story and 9 Story Height Districts See Figure 2: Height Districts for proposed location

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Building Height	3 Story Height District See Figure 2: Height Districts for proposed location

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Habitable ground floor to second floor height shall be 16' for non-residential structures  
Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc) are excluded  
Design Principles shall address individual story height based on use.

\*\*\* All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.



4.2 PERMITTED USES

Permitted uses in the Magnolia PUD, with the exclusion of the Heriot Street Parcels, shall be in accordance with MU-2 and Gathering Place zoning classifications set forth in the City of Charleston Zoning Ordinance Article 2, Part 3 as amended through approval date of October 8, 2013 as well as the additional permitted uses listed below.

PERMITTED USES NOT CURRENTLY LISTED IN GATHERING PLACE/MU-2:

- Apparel/Fabric Product Manufacturing
- Furniture and Fixtures Manufacturing
- Publishing and Printing
- Stone, Clay, Glass and Concrete Products (Artisanal use only)
- Day Spas
- Community Docks
- Food Trucks/Temporary Food Services

EXCLUDED USES:

- Mobile Home Dealers
- Car Dealerships
- Recreational and Utility Trailer Dealers
- Power Laundries
- Crematories
- Golf Courses
- Correctional Institutions
- Commercial Fishing
- Chemical and Allied Products
- Auto Repair Shops
- Adult Uses (as defined in the City of Charleston Zoning Ordinance)

Below is a list of permitted uses for the Heriot Street Parcels.

HERIOT STREET PARCELS:

- General Retail
- General Office
- Attached Single/Multi-Family Residential
- Detached Single-Family Residential
- Medical Office
- Restaurants/Cafes

4.3 PARKING STANDARDS

There will be no minimum or maximum parking standards at Magnolia. Parking standards shall be addressed in the Design Principles.

4.2 PERMITTED USES

Permitted uses in the Magnolia PUD, with the exclusion of the Heriot Street Parcels, shall be in accordance with MU-2 and Gathering Place zoning classifications set forth in the City of Charleston Zoning Ordinance Article 2, Part 3 as amended through approval date of October 8, 2013 as well as the additional permitted uses listed below.

PERMITTED USES NOT CURRENTLY LISTED IN GATHERING PLACE/MU-2:

- Apparel/Fabric Product Manufacturing
- Furniture and Fixtures Manufacturing
- Publishing and Printing
- Stone, Clay, Glass and Concrete Products (Artisanal use only)
- Day Spas
- Community Docks
- Food Trucks/Temporary Food Services

EXCLUDED USES:

- Mobile Home Dealers
- Car Dealerships
- Recreational and Utility Trailer Dealers
- Power Laundries
- Crematories
- Golf Courses
- Correctional Institutions
- Commercial Fishing
- Chemical and Allied Products
- Auto Repair Shops
- Adult Uses (as defined in the City of Charleston Zoning Ordinance)
- Casinos

Below is a list of permitted uses for the Heriot Street Parcels.

HERIOT STREET PARCELS:

- General Retail
- General Office
- Attached Single/Multi-Family Residential
- Detached Single-Family Residential
- Medical Office
- Restaurants/Cafes
- Food Trucks/Temporary Food Services

Parker Marine can continue their existing pre-stress piling manufacturing operations on the site until December 31, 2023, subject to the lease terms as amended from time to time.

4.3 PARKING STANDARDS

There will be no minimum or maximum parking standards at Magnolia. Parking standards shall be addressed in the Design Principles.

4.4 TEMPORARY PARKING STANDARDS

Temporary off-street parking shall be permitted in the Magnolia PUD under the following circumstances:

- 1. Special events may utilize existing parcels for temporary parking. The period of time allowed for temporary parking shall coincide with any special event permits. Special event parking will be allowed in areas that are unimproved including existing open areas consisting of dirt, gravel or grassed areas.
- 2. Temporary off-street and off-site parking lots shall be permitted for a period of no more than 10 years. Temporary parking lots shall adhere to Section 54-318, with the exception of Section 54-318.d. which shall be replaced as follows:

54-318.d. Surface material requirements. Temporary off-street and off-site parking lots can be paved with non-hard surfaced materials such as slag, ROC, grass, or not paved at all provided that site drainage can be accommodated and that a paved apron and driveway connecting to a public street that allows access to ADA accessible spaces is provided.

NEW PAGE INSERTED

SECTION 5: OUTDOOR ~~SPACE~~ AND BUFFERS

5.1 OUTDOOR ~~SPACE~~ REQUIREMENTS

The Magnolia development envisions approximately ~~22~~ acres of public open space throughout the site in addition to the roughly ~~47~~ acres of marsh. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh on the southern end of the development. There shall be a minimum of two public access points to the waterfront park that are at a minimum of 40’ wide.

**Total Open Space Area:** ~~70.21 ac. (39%)~~  
**Total Usable Open Space Area:** ~~22.58 ac. (32%)~~

Ownership and Maintenance: All open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, shall be owned by the City of Charleston. Open spaces not dedicated to the City of Charleston will be owned and/or maintained by the Property Owners Association (“POA”).

5.2 OUTDOOR ~~SPACE~~ TYPES

Open space types at Magnolia shall be designed against the following City definitions as stipulated in Section 54-284 of the City of Charleston Zoning Ordinance:

**Neighborhood Greens**—Open green spaces intended to serve as the social center of the community and provide a location for civic activities and outdoor community functions. Neighborhood greens shall:

- Be predominantly planted areas, but may have some paved surfaces;
- Be a minimum of 20,000 square feet; and
- Be centrally located within the gathering place.

**Plazas/Squares**—Enclosed spaces that are urban in nature and designed to serve as meeting places for area residents and workers. Plazas and squares shall:

- Be predominantly paved surfaces, but may have some planted areas;
- Include pedestrian lighting and pedestrian-level details, such as variations in paving types;
- Be landscaped and incorporate amenities such as benches, fountains, monuments, and formal or informal gardens;
- Be a minimum area of 1,000 square feet;
- Be located within denser, more urban areas of the gathering place, either at the intersection of streets or within a developed block;
- Be mostly enclosed by building frontages;

**Neighborhood Parks**—Large open areas designed to provide recreational facilities and spaces for the entire gathering place, or smaller green spaces designed to serve smaller areas within the gathering place. These parks may be designed as part of a Neighborhood Green, and shall:

- Contain grassy fields, playground equipment, designated sports facilities, or picnic areas;
- Be landscaped throughout;
- Be designed for active and passive recreational purposes;
- Be a minimum area of 40,000 square feet;
- Be directly connected to any bicycle and pedestrian network

See Figures ~~7~~ & ~~8~~: Open Space and Connectivity

SECTION 5: OUTDOOR **PARKS** AND BUFFERS

5.1 OUTDOOR **PARK** REQUIREMENTS

The Magnolia development envisions approximately **24** acres of public open space throughout the site in addition to the roughly **49** acres of marsh. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh on the southern end of the development. There shall be a minimum of two public access points to the waterfront park that are at a minimum of 40’ wide.

**Total Open Space Area:** **72.42 ac. (38%)**  
**Total Usable Open Space Area:** **23.73 ac. (33%)**

Ownership and Maintenance: All open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, shall be owned by the City of Charleston. Open spaces not dedicated to the City of Charleston will be owned and/or maintained by the Property Owners Association (“POA”).

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Open space types (refer to page 26) at Magnolia shall be designed against the following City definitions as stipulated in Section 54-284 of the City of Charleston Zoning Ordinance:

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- Be landscaped throughout;
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- Be directly connected to any bicycle and pedestrian network

See Figures **12** & **13**: Open Space and Connectivity (**the Open Space and Connectivity plans are conceptual in nature and subject to change**).



SECTION 6: BUFFERS

Buffers are not required internal to the Magnolia PUD between land uses. Per the City of Charleston Zoning Ordinance, there shall be a 40’ buffer and 10’ building setback from the OCRM designated critical line along with waterfront. For single-family detached structures, there shall be a 25’ buffer and 10’ building setback.

See Appendix F for OCRM Critical Line Survey.

SECTION 7: TREE SUMMARY

Magnolia is comprised of NPL, CERCLA and other parcels with environmental contamination. Some existing trees may have to be removed to accommodate the environmental remediation requirements that are under review by the EPA and DHEC for this site. The majority of the site is primarily un-vegetated as depicted in the Infrared Aerial View exhibit. Existing protected and grand trees are primarily located in the existing critical line buffer zone or near the marsh. Future plantings and re-establishment of buffer zones (as needed) shall adhere to DHEC and EPA requirements. For tree protection, the Magnolia PUD is intended to be in compliance with Part 6 of the City of Charleston Ordinance.

Summary:  
8”- 23” = 235 trees (Protected Trees)  
≥ 24” = 16 trees (Grand Trees)  
Total = 251 trees

See Appendix F for Infrared Aerial View Exhibit and Tree Survey and Tree Table.

SECTION 8: RIGHT-OF-WAY

Streets in Magnolia must connect to other streets within the development and to adjoining neighborhoods. Cul-de-sacs, T-turnarounds and dead-end streets are not permitted in Magnolia unless unavoidable due to physical constraints of the site or an adjoining feature such as an access point to the Waterfront Park. Inner block streets are seen as interior connector streets and may be privately maintained and operated. All right-of ways will accommodate emergency vehicles and public service (i.e., garbage collection) vehicles. Awnings, removable signs and other movable encroachments below 16’ shall be allowed in the right-of-way to the tree lawn pending public service review. Materials will be refined further in Design Principles and will be subject to approval by City Engineer.

See Figures 3-6 for street section types.

SECTION 9: ~~DRAINAGE BASIN ANALYSIS~~

~~See Appendix F for Existing and Proposed Drainage Exhibits and wetlands verification, and Section 2 in Stormwater and Utilities Narrative, located in Appendix D.~~

SECTION 6: BUFFERS

Buffers are not required internal to the Magnolia PUD between land uses. Per the City of Charleston Zoning Ordinance, there shall be a 40’ buffer and 10’ building setback from the OCRM designated critical line along with waterfront. For single-family detached structures, there shall be a 25’ buffer and 10’ building setback.

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See Figures 3-6 for street section types.

SECTION 9: **STORMWATER MANAGEMENT**

The Magnolia PUD Master Stormwater Plan (MSP) establishes a set of design criteria for Magnolia’s stormwater infrastructure, provides detailed hydrologic and hydraulic analyses of the stormwater management systems for both the pre-development and future master buildout conditions, and identifies anticipated future stormwater outfall locations, inverts, sizes, and materials. See Appendix E for an Executive Summary, with the full MSP on-file with the City of Charleston’s Department of Stormwater Management.

SECTION 10: TRAFFIC STUDY

In ~~2007, PB Americas, Inc.~~ prepared a traffic impact analysis for the Magnolia property in Charleston, South Carolina. ~~At that time, Magnolia was planned to be a mixed-use master plan community with 3,500 housing units, 1.27 million square feet of office/retail space, and 690 hotel rooms.~~ This development was expected to be built-out by ~~2020~~ and require improvements to several surrounding intersections including:

- ~~• Mt. Pleasant Street / Rutledge Avenue~~
- Mt. Pleasant Street / King Street
- ~~• Mt. Pleasant Street / Meeting Street / Morrison Drive~~
- ~~• Heriot Street (Rutledge Avenue ramps to King Street)~~
- Oceanic Street / King Street
- Milford Street / King Street
- Hagood Street / King Street
- Discher Street / King Street

~~Soon after the above traffic study was completed, there was a downturn in the local economy and Magnolia was put on hold. The project is once again being implemented and is now expected to be complete by 2028. In order to evaluate the traffic impacts for the new development plan and timeline, an additional traffic impact study will be conducted. This study will assess the existing traffic conditions and well as the traffic impacts at the end of each of the proposed development phases of the project. This level of analysis will assist the project developers (as well as City and SCDOT) determine when various roadway improvements may be required so that they can incorporate these improvements into the planning and budgeting of each development phase. This new traffic impact study is in progress and will be finalized concurrently with the design and permitting process of the initial phase of development.~~

~~The existing traffic study is in Appendix B of this document.~~

SECTION 11: CULTURAL RESOURCES STUDY

In 2007 S&ME conducted a cultural resources reconnaissance survey of Magnolia. Their study concluded that no cultural resources will be adversely affected by future development. Please refer to Appendix C for the full report.

SECTION 12: LETTERS OF COORDINATION

Refer to ~~the~~ Appendix for letters of coordination from the following utilities:

- ~~North Charleston Sewer District~~
- ~~Charleston Water System~~
- ~~SCE&G Gas~~
- ~~AT&T~~
- ~~SCE&G Electric~~
- ~~Comcast~~

SECTION 10: TRAFFIC STUDY

In 2020, **Bihl Engineering, LLC** prepared a traffic impact analysis for the Magnolia property in Charleston, South Carolina. **This updates the previous traffic study performed in 2007.** This development was expected to be built-out by 2031 **(with Phase 1 buildout occurring in 2026)** and require improvements to several surrounding intersections including:

- Mt. Pleasant Street / King Street
- Heriot Street / **King Street Ext.**
- **Braswell** Street / King Street
- Milford Street / King Street **Ext.**
- Hagood Street / King Street **Ext.**
- Discher Street / King Street **Ext.**
- **Discher Street / Meeting Street**

Optimization of corridor signal timings is also planned for the King street ext. corridor from Braswell Street to Heriot Street, Heriot Street Corridor from I-26 WB Ramp to I-26 EB Ramp/Rutledge Ave, and the Mount Pleasant Street Corridor from Meeting Street to King Street. The traffic impact study evaluates the traffic impacts for the new development plan and phases.

See Appendix B for an Executive Summary, with the full traffic impact study on-file with the City of Charleston's Traffic & Transportation Department.

SECTION 11: CULTURAL RESOURCES STUDY

In 2007 S&ME conducted a cultural resources reconnaissance survey of Magnolia. Their study concluded that no cultural resources will be adversely affected by future development. Please refer to Appendix C for the full report.

SECTION 12: LETTERS OF COORDINATION

Refer to **Appendix D** for letters of coordination from the following utilities:

- North Charleston Sewer District
- Charleston Water System
- Dominion Energy** - Gas
- AT&T
- Dominion Energy** - Electric
- Comcast

SECTION ~~13~~: ADDITIONAL INFORMATION

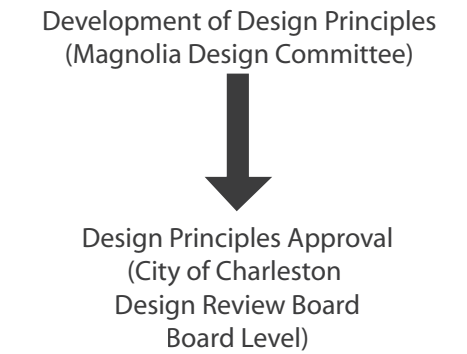
13.1 DESIGN REVIEW AND MODIFICATIONS

Design Principles shall be established by the developer and administered by the POA in the form of an internal architectural review board, which shall be established prior to the first conveyance of property. Design Principles shall be approved by the City of Charleston Design Review Board (DRB) and these guidelines shall be used for evaluation of individual projects by City staff. Any arbitration of appeal by an individual property owner shall go back to the DRB for approval. Magnolia shall not be under the purview of the Board of Architectural Review (BAR). Design Principles shall cover the following elements in Magnolia:

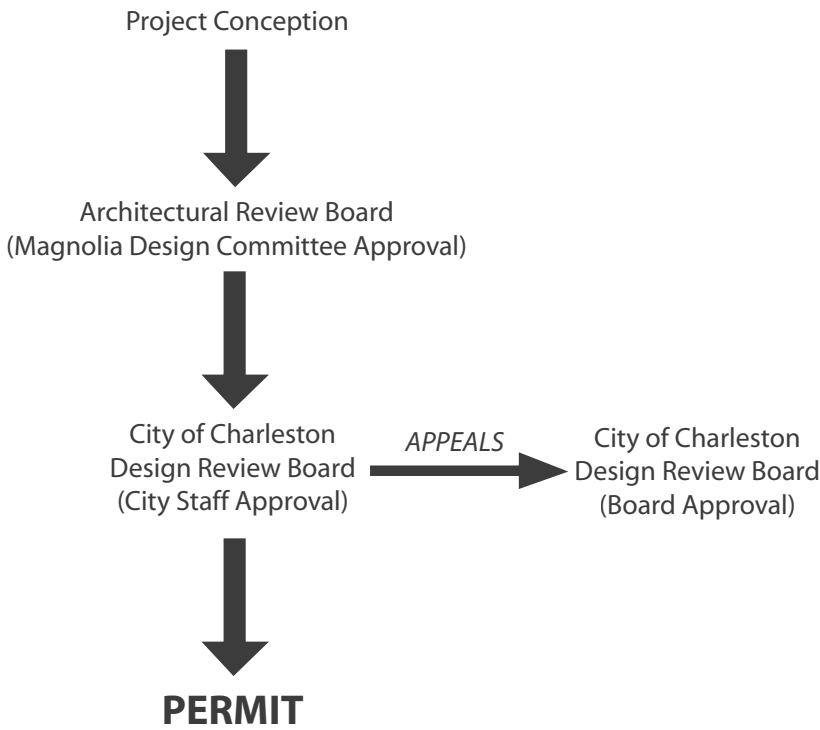
- Building Placement
  - Exterior Signage
- Architectural Design
  - Landscape Design
- Site and Exterior Building Lighting
  - Parking Standards

MAGNOLIA DESIGN REVIEW PROCESS

1. Design Principles/Architectural Guidelines Approval Process



2. Project Approval Process



SECTION 12: ADDITIONAL INFORMATION

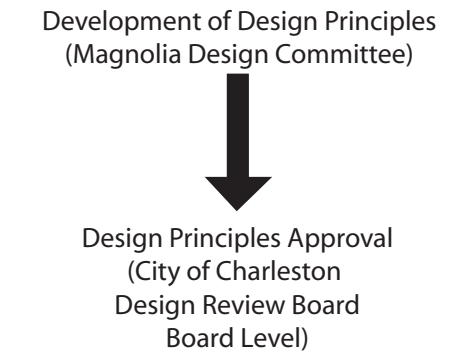
12.1 DESIGN REVIEW AND MODIFICATIONS

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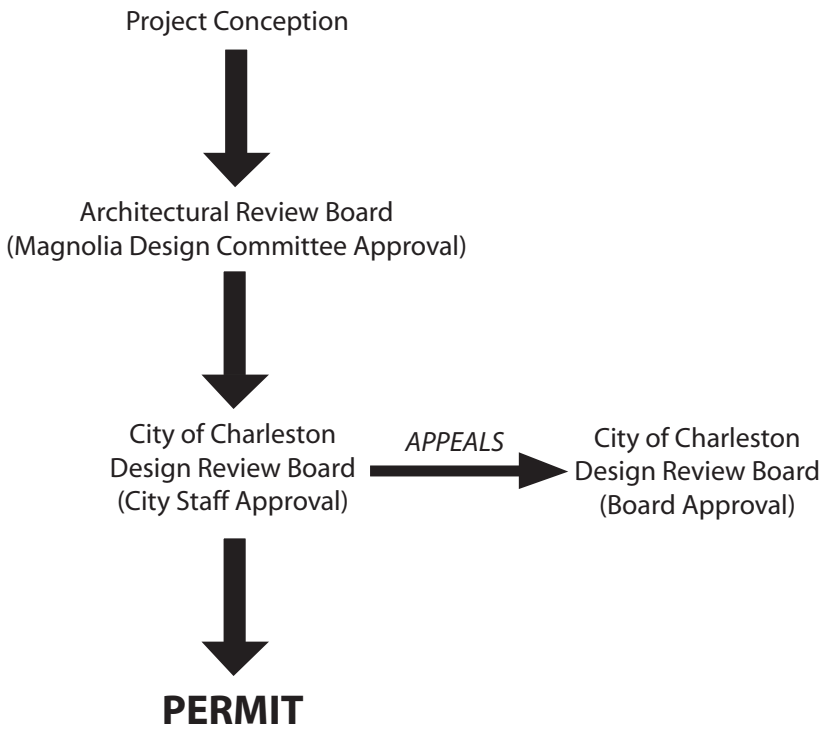
- Building Placement
  - Exterior Signage
- Architectural Design
  - Landscape Design
- Site and Exterior Building Lighting
  - Parking Standards

MAGNOLIA DESIGN REVIEW PROCESS

1. Design Principles/Architectural Guidelines Approval Process



2. Project Approval Process





~~13.2~~ **MAGNOLIA CONCEPTUAL MASTER PLAN**

The design concept for Magnolia builds on the existing street framework of Milford and Braswell Streets that lead from King Street Extension west to the edge of the Ashley River. The Magnolia Bridge creates a new entry to the site across the marsh from the south. ~~Milford~~ Street provides direct access to the Ashley River waterfront from the King/Meeting street corridor, while ~~Braswell~~ Street is the mixed use “spine” of the neighborhood. The plan envisions a mix of block sizes and types throughout to create a more organic sense of place and promote steady growth over time. While the street network will be the centerpiece of the neighborhood, there are multiple layers of places within the plan that will create internal parks, alleys and courtyard addresses. The focal point of Magnolia will be a waterfront park with multi-use trails and a variety of passive, naturalized landscapes and active recreation areas. The Magnolia Conceptual Master Plan shall have no regulatory effect, rather, it is conceptual in nature and graphically illustrates design concepts that potentially could be used in the development of Magnolia.

~~See Appendix G for complete Magnolia Conceptual Master Plan.~~

**12.2 MAGNOLIA CONCEPTUAL MASTER PLAN**

The design concept for Magnolia builds on the existing street framework of Milford and Braswell Streets that lead from King Street Extension west to the edge of the Ashley River. The Heriot Street Bridge creates a new entry to the site across the marsh from the south. **Braswell** Street provides direct access to the Ashley River waterfront from the King/Meeting street corridor, while **Milford** Street is the mixed use “spine” of the neighborhood. The plan envisions a mix of block sizes and types throughout to create a more organic sense of place and promote steady growth over time. While the street network will be the centerpiece of the neighborhood, there are multiple layers of places within the plan that will create internal parks, alleys and courtyard addresses. The focal point of Magnolia will be a waterfront park with multi-use trails and a variety of passive, naturalized landscapes and active recreation areas. The Magnolia Conceptual Master Plan shall have no regulatory effect, rather, it is conceptual in nature and graphically illustrates design concepts that potentially could be used in the development of Magnolia.

# APPENDIX

## A. FIGURES

- 1. CONCEPTUAL LAND USE PLAN
- 2. HEIGHT DISTRICTS
- ~~3. 70’ ROW SECTION~~
- ~~4. 66’ ROW SECTION~~
- ~~5. 42’ ROW SECTION~~
- ~~6. 25’ ROW SECTION~~
- ~~7. OPEN SPACE PLAN~~
- ~~8. CONNECTIVITY DIAGRAM~~
- ~~9. PERSPECTIVES~~

## B. TRAFFIC STUDY

## C. CULTURAL RESOURCES STUDY

## ~~D. STORMWATER AND UTILITIES NARRATIVE~~

## ~~E. LETTERS OF COORDINATION~~

## ~~F. ADDITIONAL DRAWINGS~~

- ~~AERIAL PHOTOGRAPH/PROJECT LOCATION~~
- ~~INFRARED AERIAL VIEW~~
- ~~EXISTING CONDITIONS SURVEY (TOPOGRAPHIC INFORMATION)~~
- ~~TREE SURVEY AND TABLE~~
- ~~OCRM CRITICAL LINE SURVEY~~
- ~~EXISTING DRAINAGE PLAN~~
- ~~EXISTING SANITARY SEWER PLAN~~
- ~~EXISTING WATER PLAN~~
- ~~PROPOSED DRAINAGE PLAN~~
- ~~CONCEPTUAL MASTER SANITARY SEWER PLAN~~
- ~~CONCEPTUAL WATER PLAN~~
- ~~SCE&G TRANSMISSION LINE RELOCATION~~
- ~~EXISTING FLOOD MAP~~
- ~~BLOCK, PARK AND ROW AREAS~~

## ~~G. MAGNOLIA CONCEPTUAL MASTER PLAN~~

# APPENDIX

## A. FIGURES

- 1. CONCEPTUAL LAND USE PLAN
- 2. HEIGHT DISTRICTS
- 3. STREET HIERARCHY
- 4. 70’ ROW WITH BIKE LANE (PREVIOUSLY APPROVED)
- 5. 70’ ROW SECTION
- 6. 66’ ROW SECTION (PREVIOUSLY APPROVED)
- 7. 66’ ROW SECTION (WITH MEDIAN)
- 8. 66’ ROW SECTION (WITHOUT SHARROWS)
- 9. 60’ ROW SECTION
- 10. 42’ ROW SECTION: MEWS / ALLEYS
- 11. PARK STREETS: THE YARDS
- 12. OPEN SPACE PLAN
- 13. CONNECTIVITY DIAGRAM
- 14. PERSPECTIVES
- 15. PERSPECTIVES

## B. TRAFFIC STUDY

## C. CULTURAL RESOURCES STUDY

## D. LETTERS OF COORDINATION

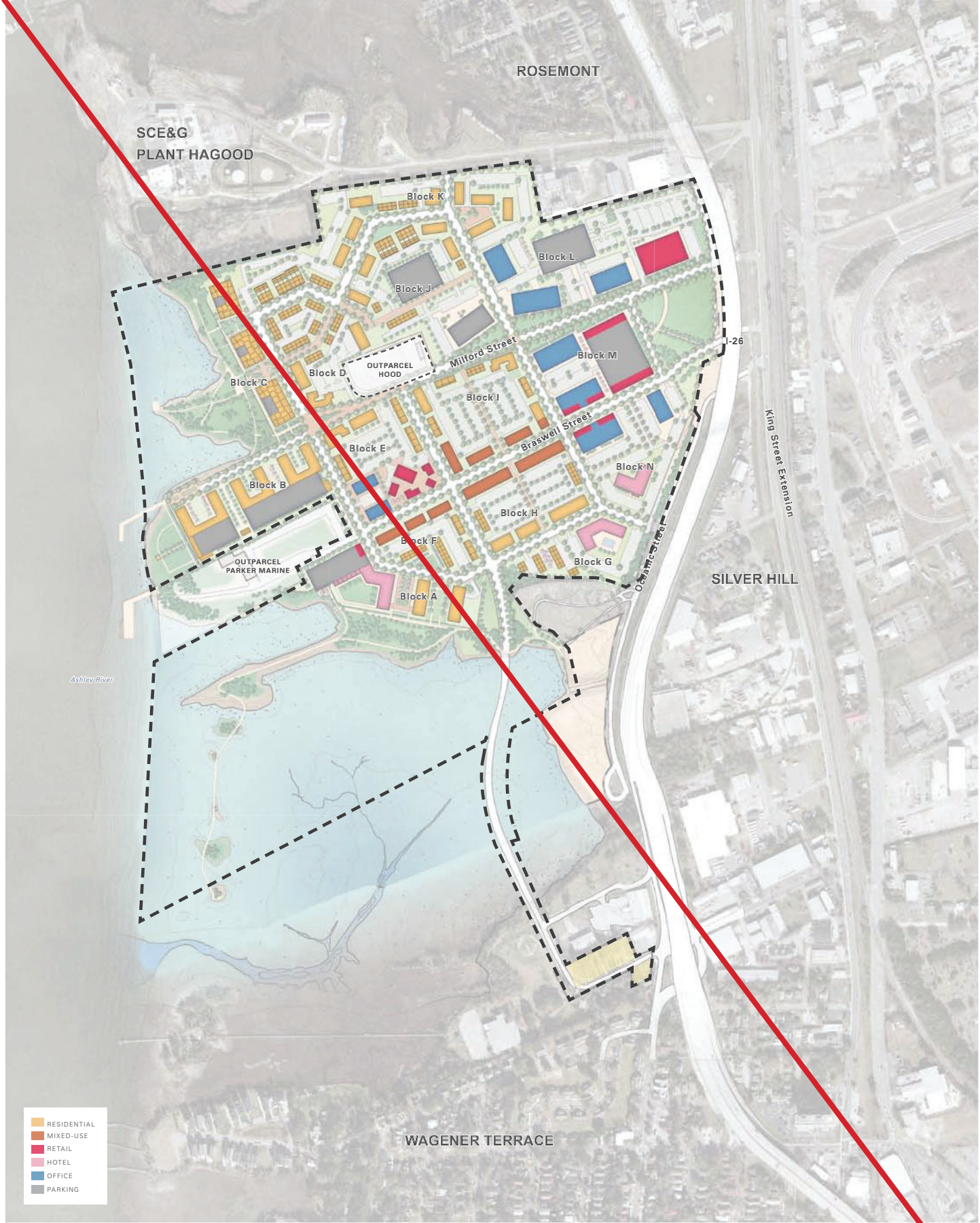
## E. MAGNOLIA PUD MASTER STORMWATER PLAN

A. FIGURES

A. FIGURES



FIGURE 1: CONCEPTUAL LAND USE PLAN



APPLICANT: ASHLEY RIVER INVESTORS, LLC  
OWNERS: ASHLEY I, LLC & ASHLEY II OF CHARLESTON, LLC  
CONSULTANTS: URBAN DESIGN ASSOCIATES | DAVIS & FLOYD | MCMILLAN PAZDAN SMITH

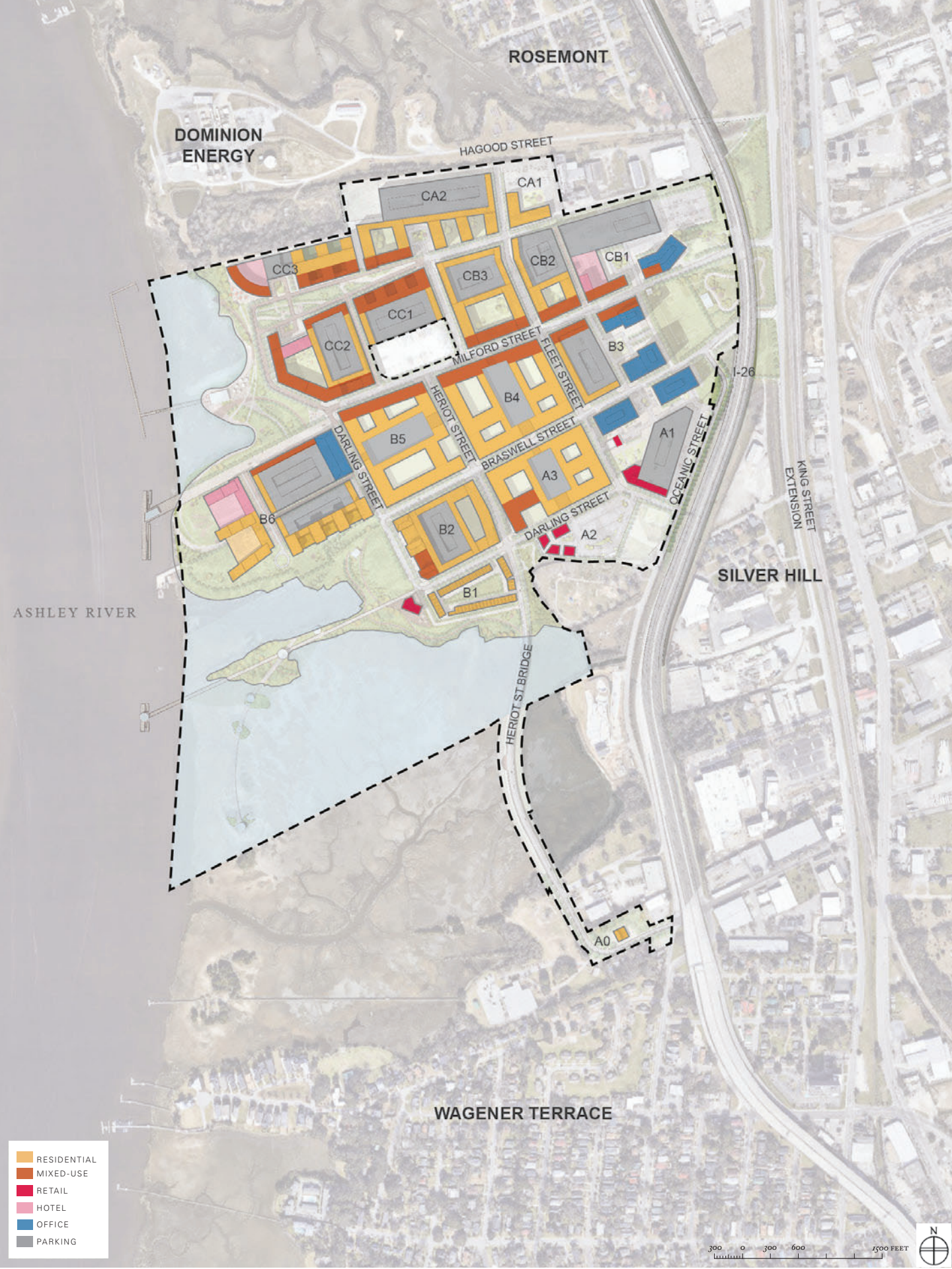
NOVEMBER 2014

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Conceptual Land Use Plan  
Magnolia | Charleston, South Carolina

FIGURE 1: CONCEPTUAL LAND USE PLAN

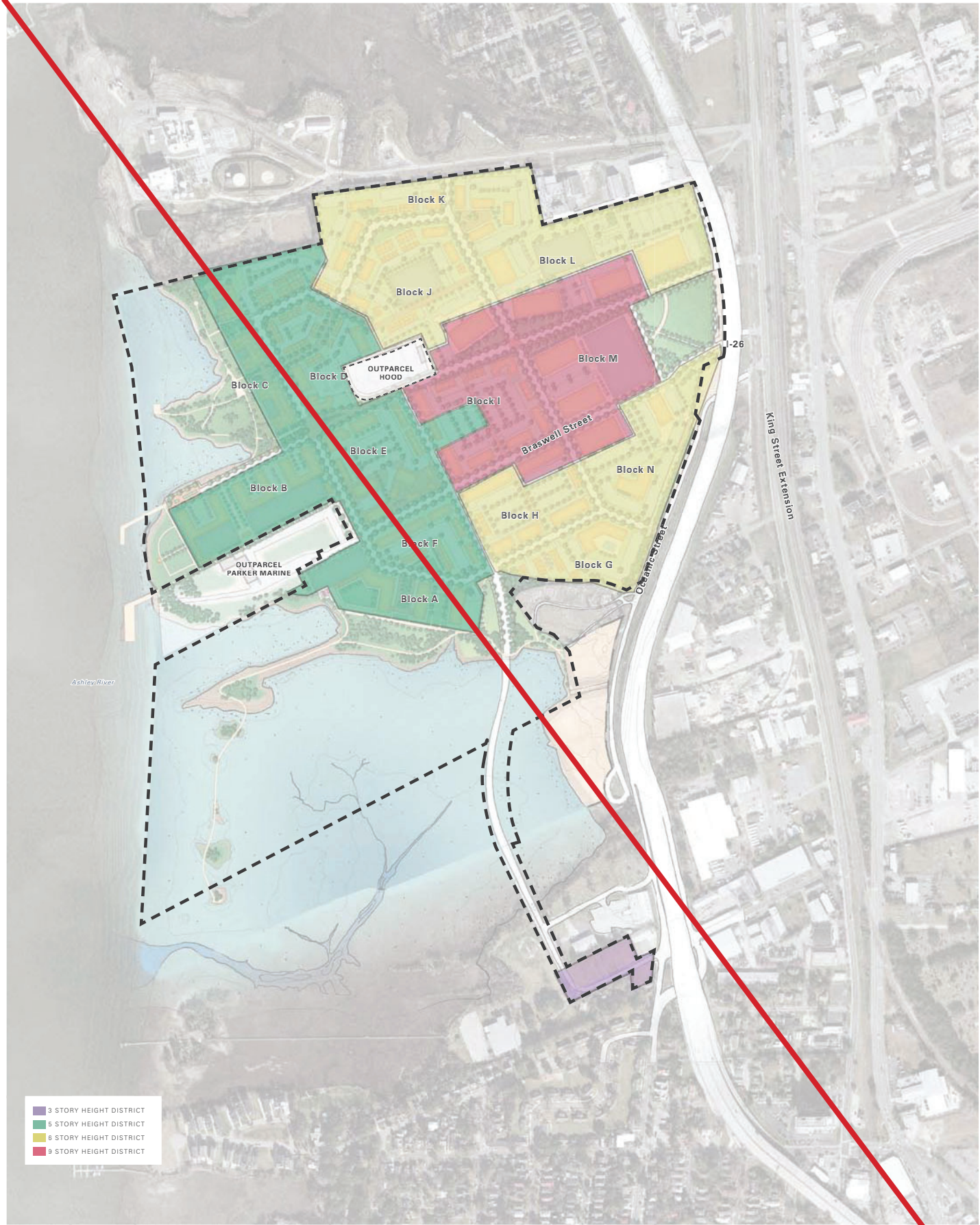


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FIGURE 2: HEIGHT DISTRICTS



APPLICANT: ASHLEY RIVER INVESTORS, LLC  
OWNERS: ASHLEY I, LLC & ASHLEY II OF CHARLESTON, LLC  
CONSULTANTS: URBAN DESIGN ASSOCIATES | DAVIS & FLOYD | MCMILLAN PAZDAN SMITH  
NOVEMBER 2014



Conceptual Height Districts  
Magnolia | Charleston, South Carolina

FIGURE 2: HEIGHT DISTRICTS

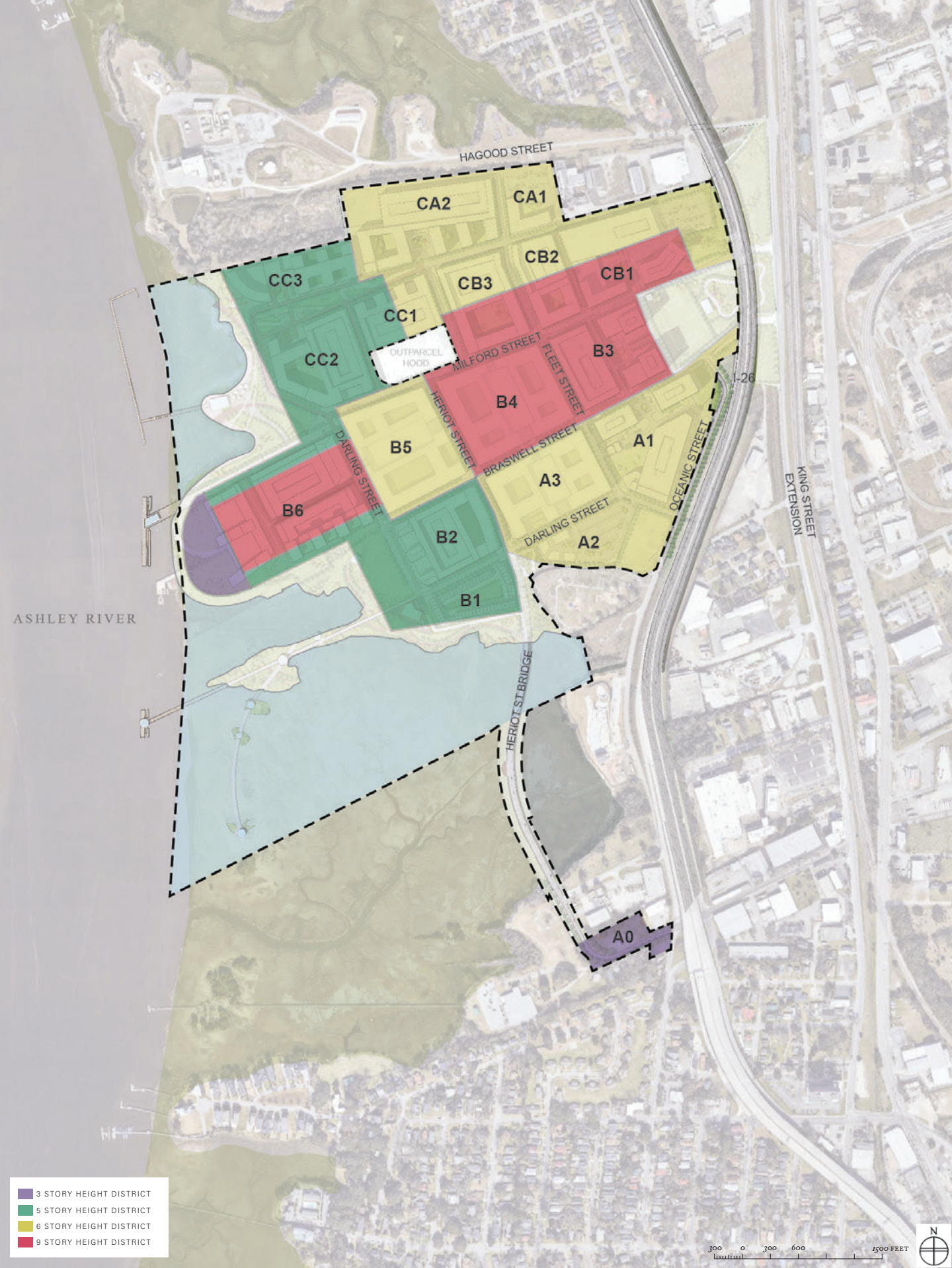




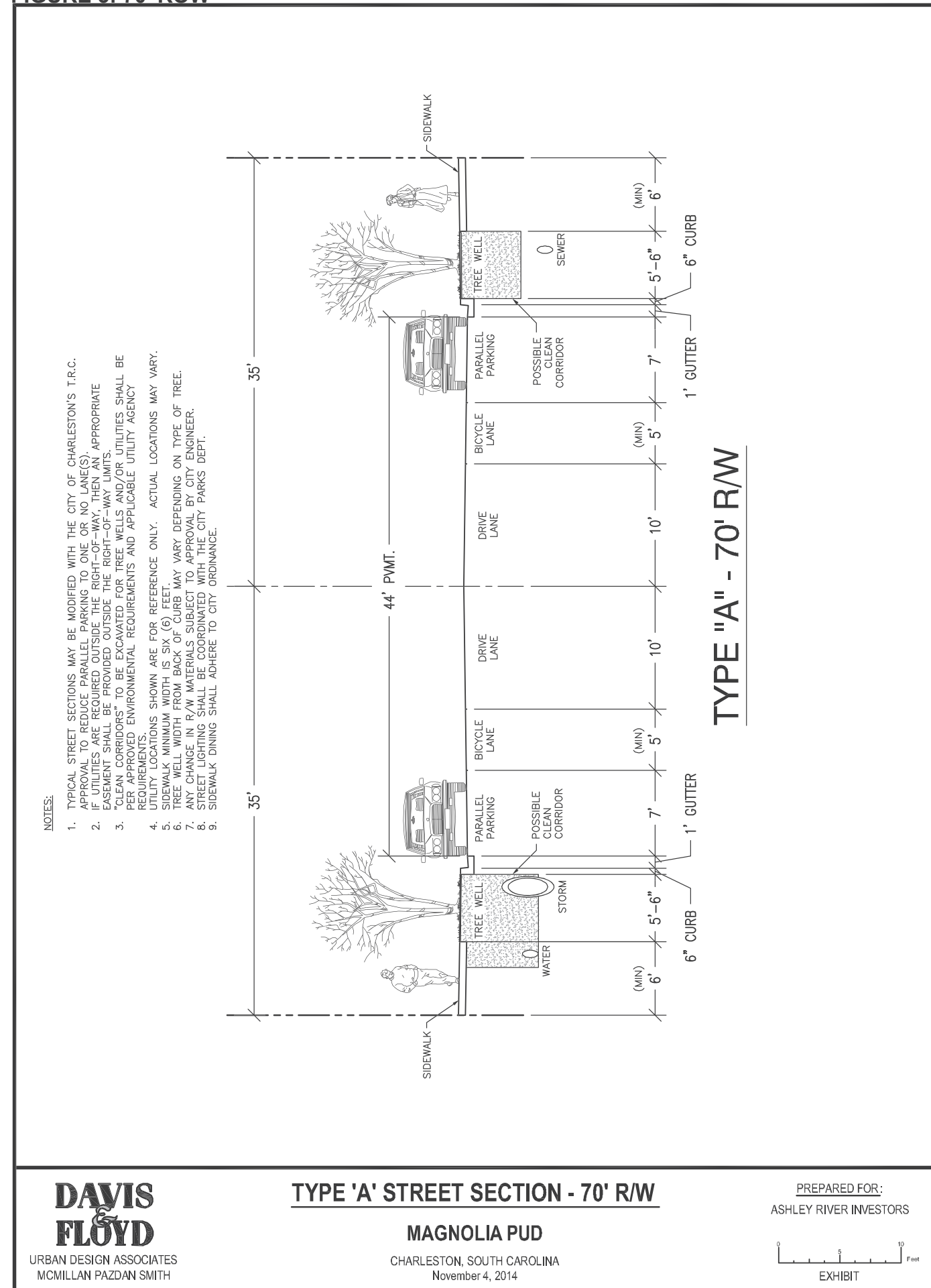
FIGURE 3: STREET HIERARCHY



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### **FIGURE 3: 70' ROW**



**FIGURE 4: 70' ROW WITH BIKE LANE (PREVIOUSLY APPROVED)**

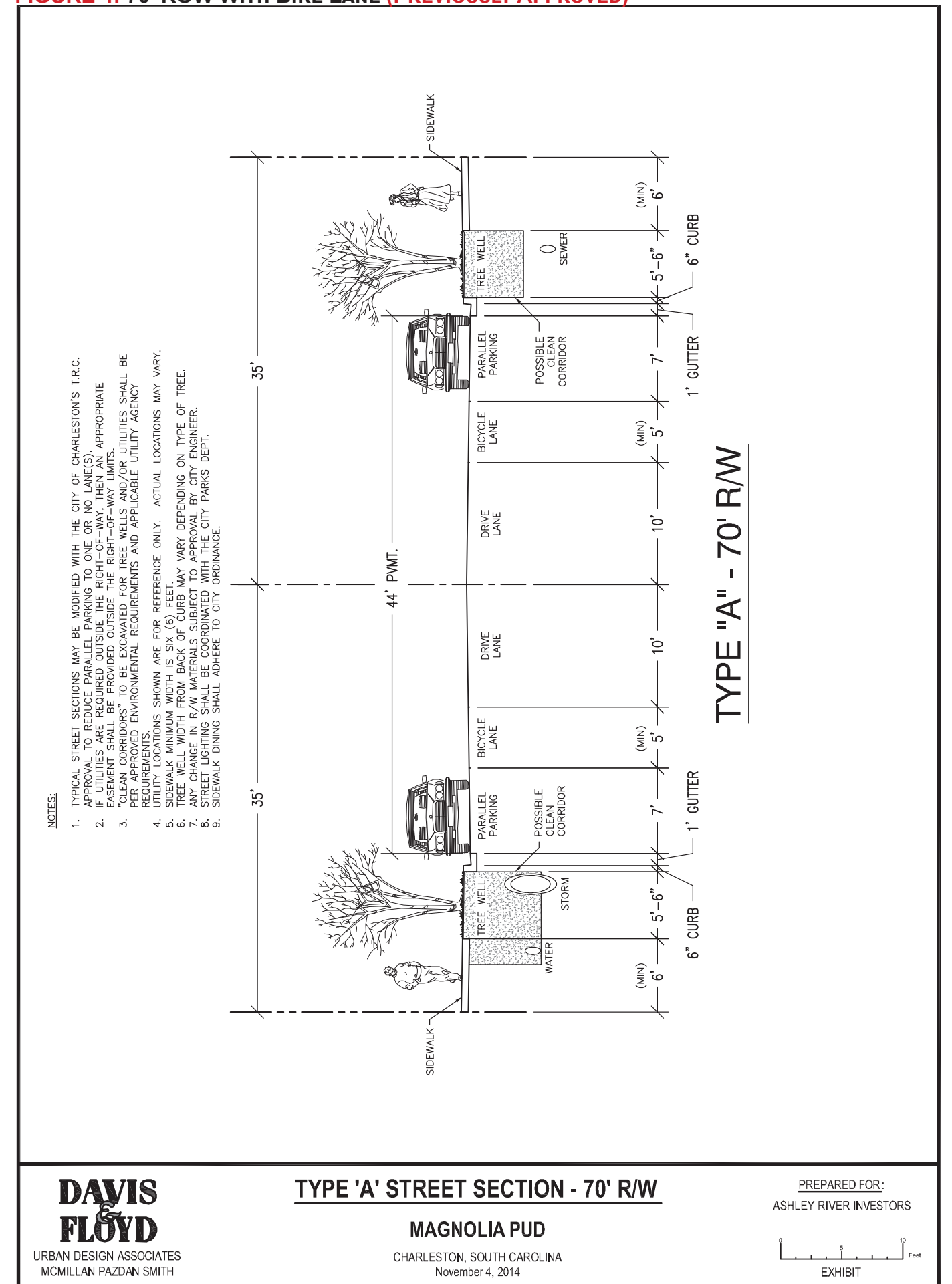
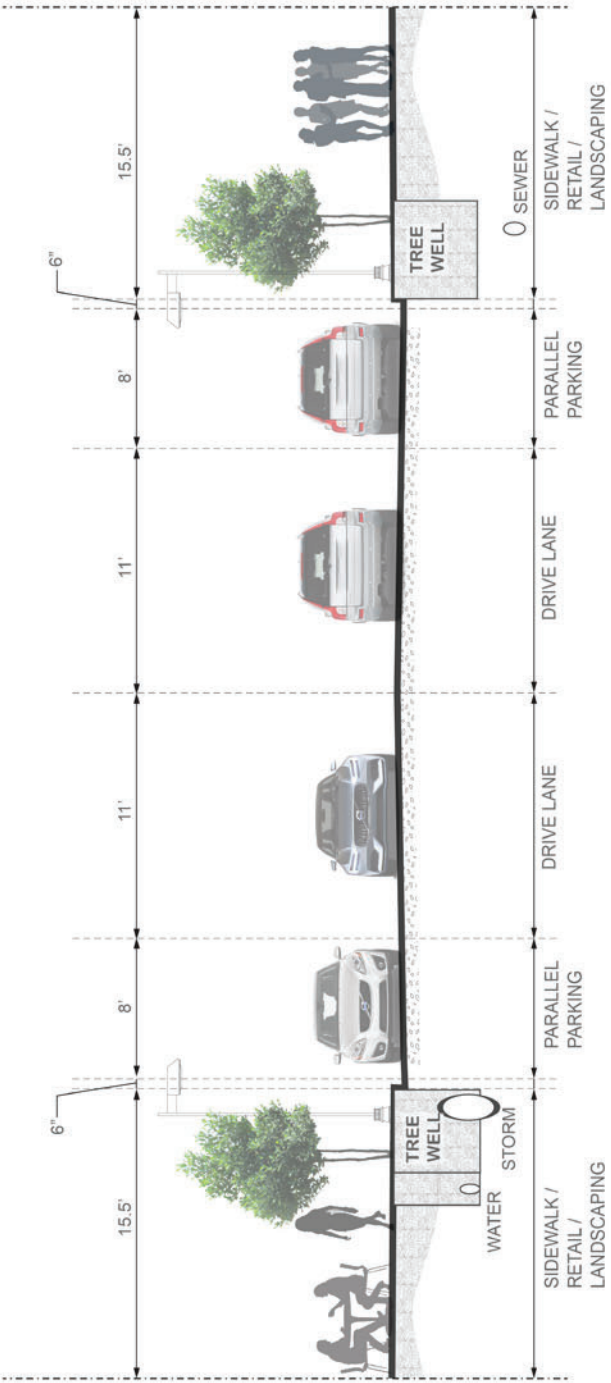
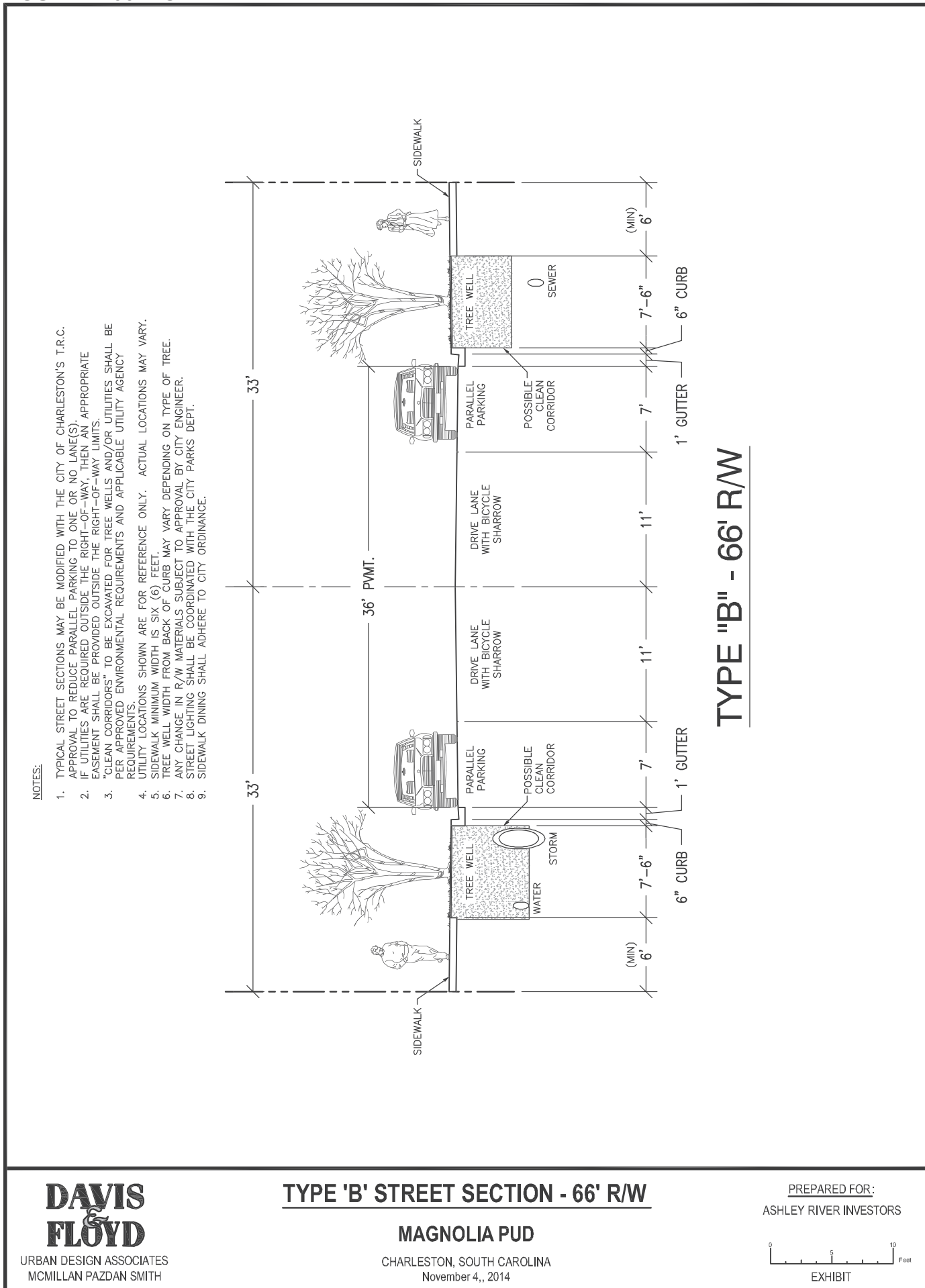


FIGURE 5: 70' ROW

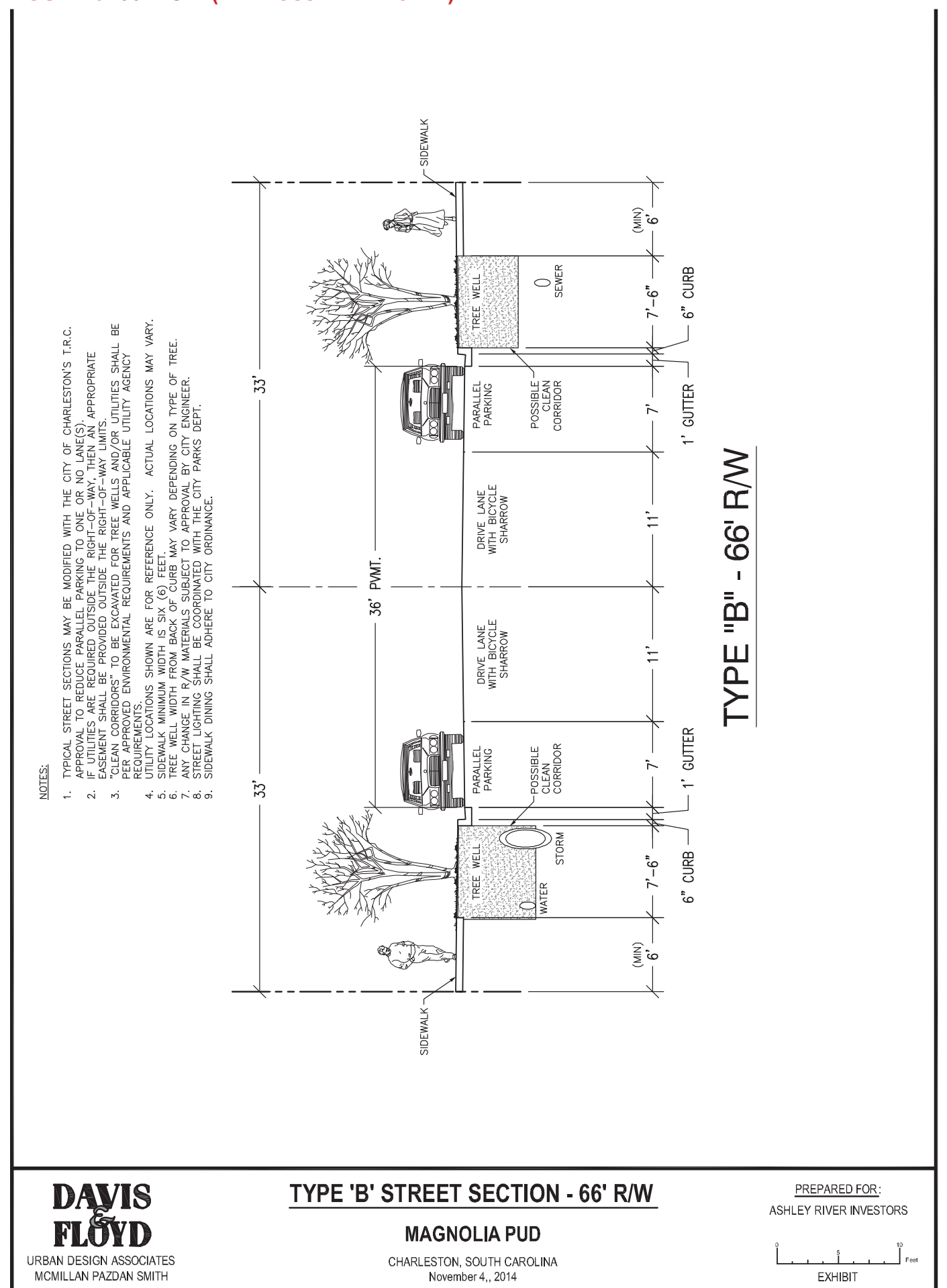
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#### **FIGURE 4: 66' ROW**



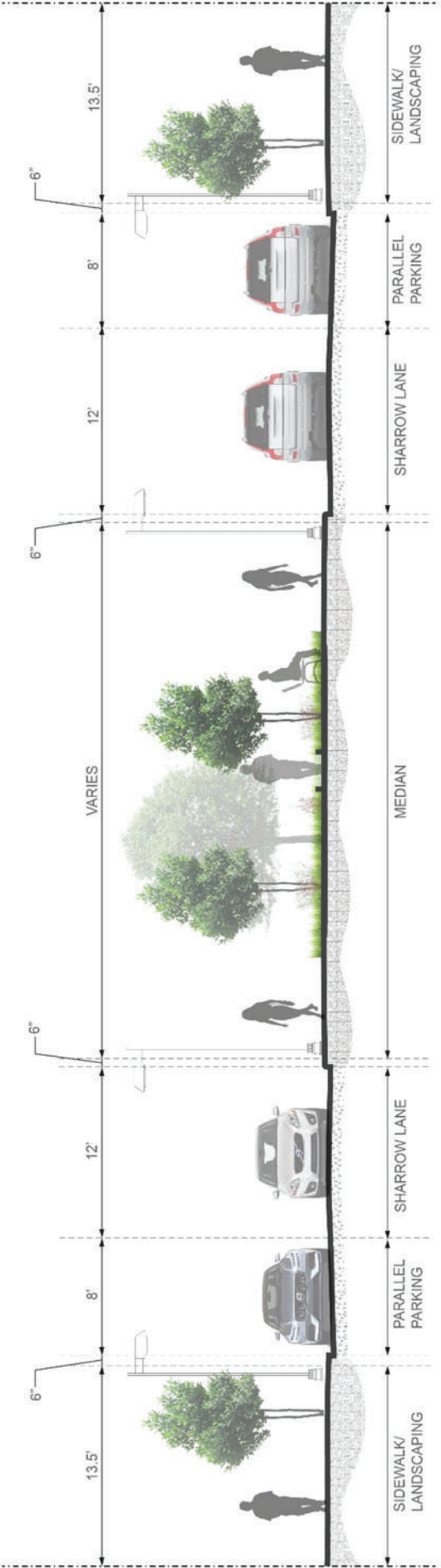
**FIGURE 6: 66' ROW (PREVIOUSLY APPROVED)**





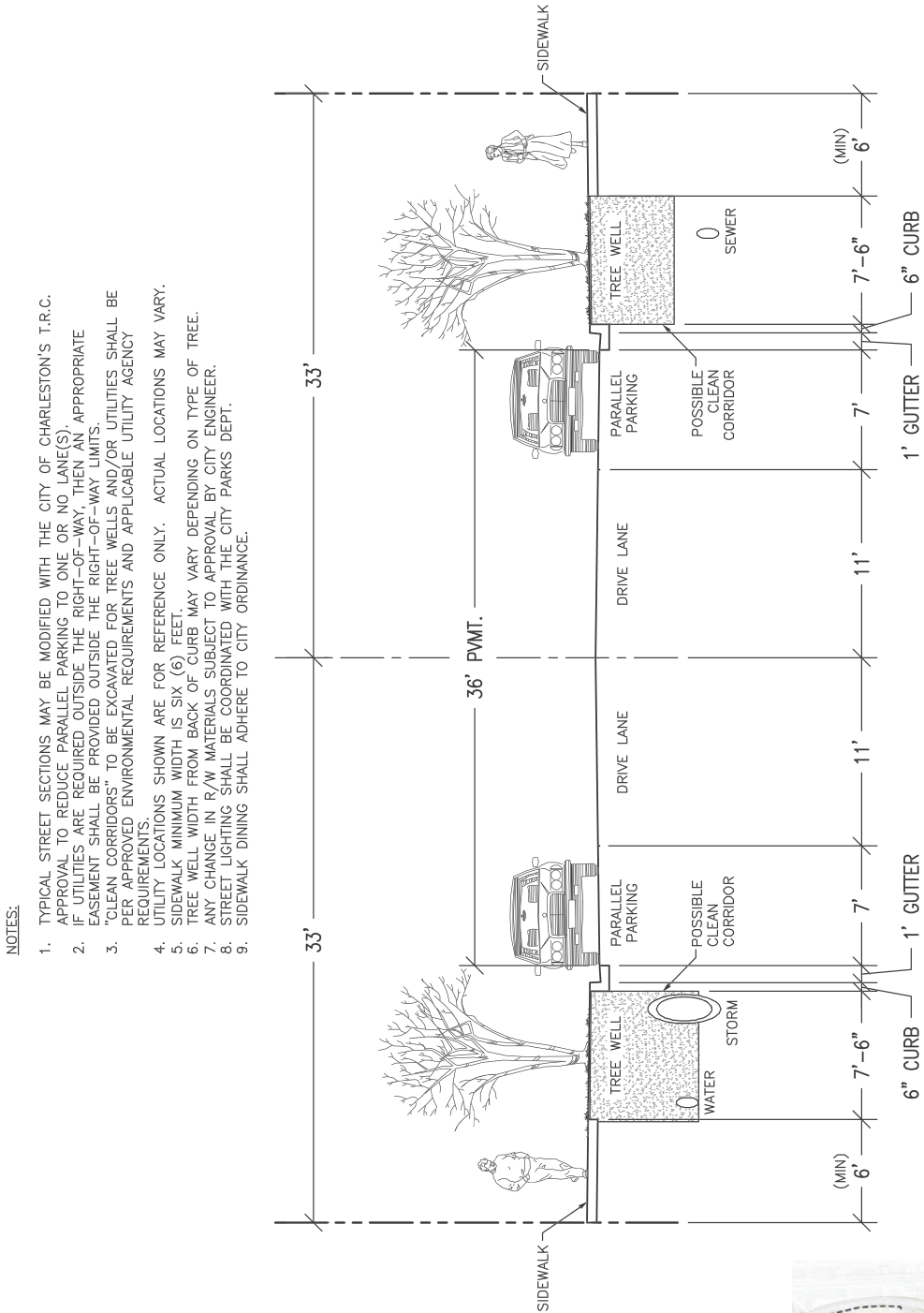
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FIGURE 7: 66' ROW (WITH MEDIAN)



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FIGURE 8: 66' ROW (WITHOUT SHARROWS)

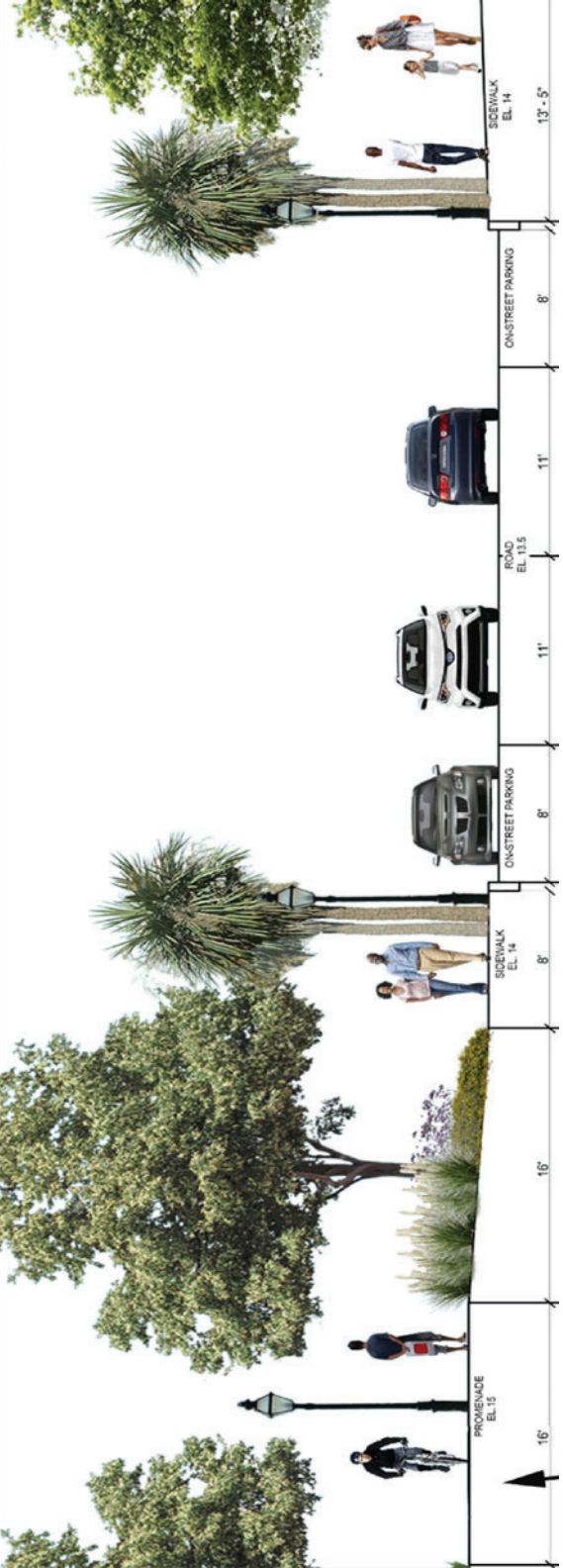


NOTES:

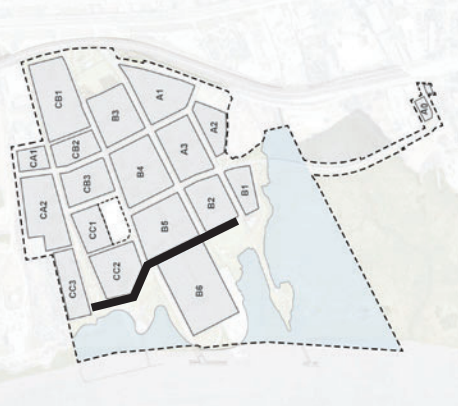
1. TYPICAL STREET SECTIONS MAY BE MODIFIED WITH THE CITY OF CHARLESTON'S T.R.C.
2. APPROVAL TO REDUCE PARALLEL PARKING TO ONE OR NO LANE(S).
3. IF UTILITIES ARE REQUIRED OUTSIDE THE RIGHT-OF-WAY, THEN AN APPROPRIATE EASEMENT SHALL BE PROVIDED OUTSIDE THE RIGHT-OF-WAY LIMITS.
4. "CLEAN CORRIDORS" TO BE EXCAVATED FOR TREE WELLS AND/OR UTILITIES SHALL BE PER APPROVED ENVIRONMENTAL REQUIREMENTS AND APPLICABLE UTILITY AGENCY REQUIREMENTS.
5. UTILITY LOCATIONS SHOWN ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS MAY VARY.
6. SIDEWALK MINIMUM WIDTH IS SIX (6) FEET.
7. TREE WELL WIDTH FROM BACK OF CURB MAY VARY DEPENDING ON TYPE OF TREE.
8. ANY CHANGE IN R/W MATERIALS SUBJECT TO APPROVAL BY CITY ENGINEER.
9. STREET LIGHTING SHALL BE COORDINATED WITH THE CITY PARKS DEPT.
10. SIDEWALK DINING SHALL ADHERE TO CITY ORDINANCE.



FIGURE 9: 60' ROW

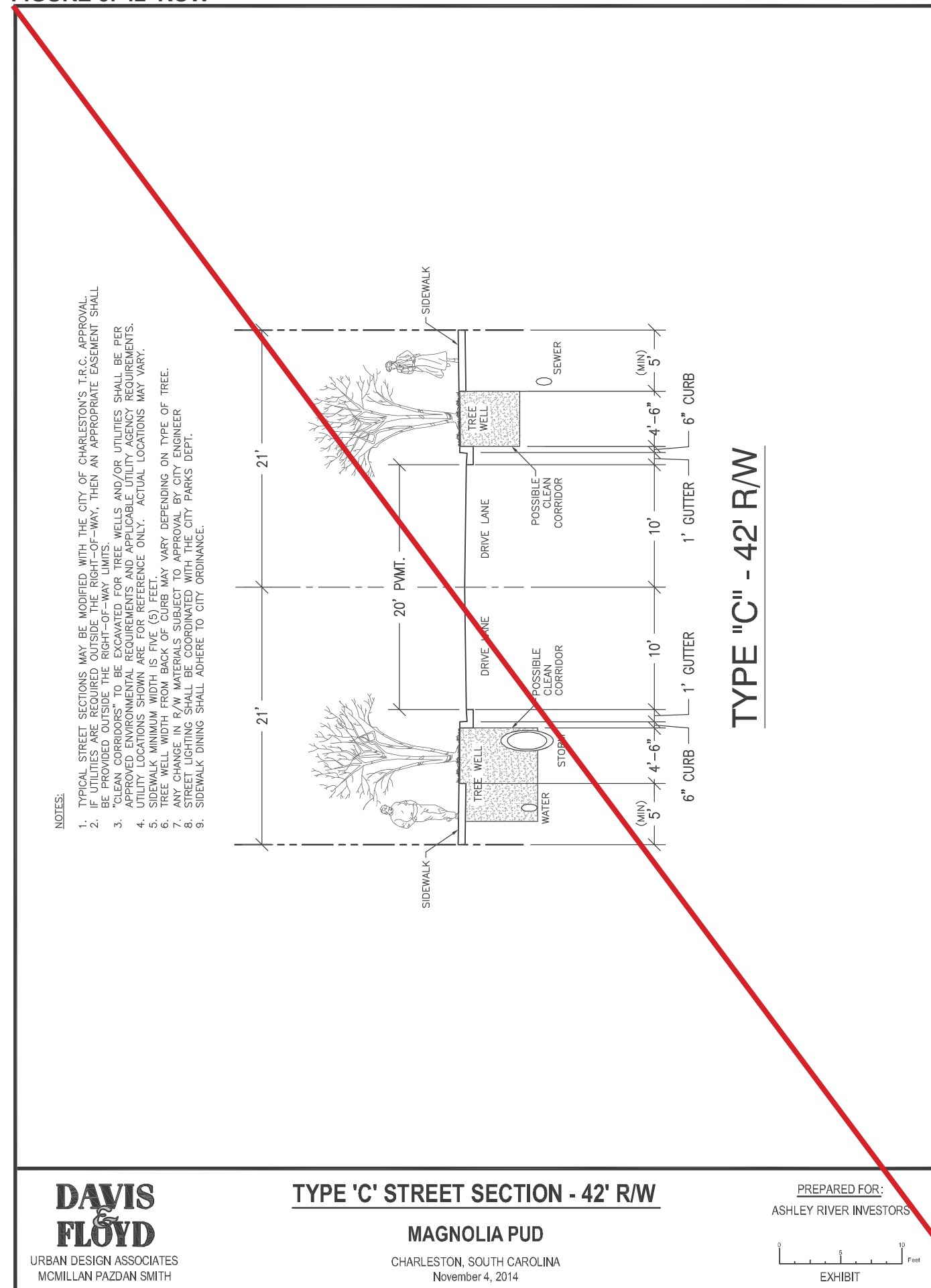


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### **FIGURE 5: 42' ROW**



### FIGURE 10: 42' ROW: MEWS / ALLEYS

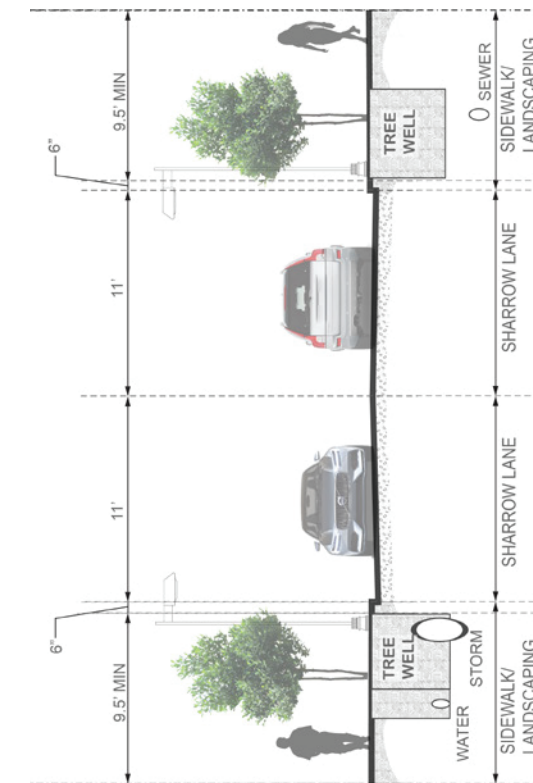


FIGURE 6: 25' ROW ALLEY

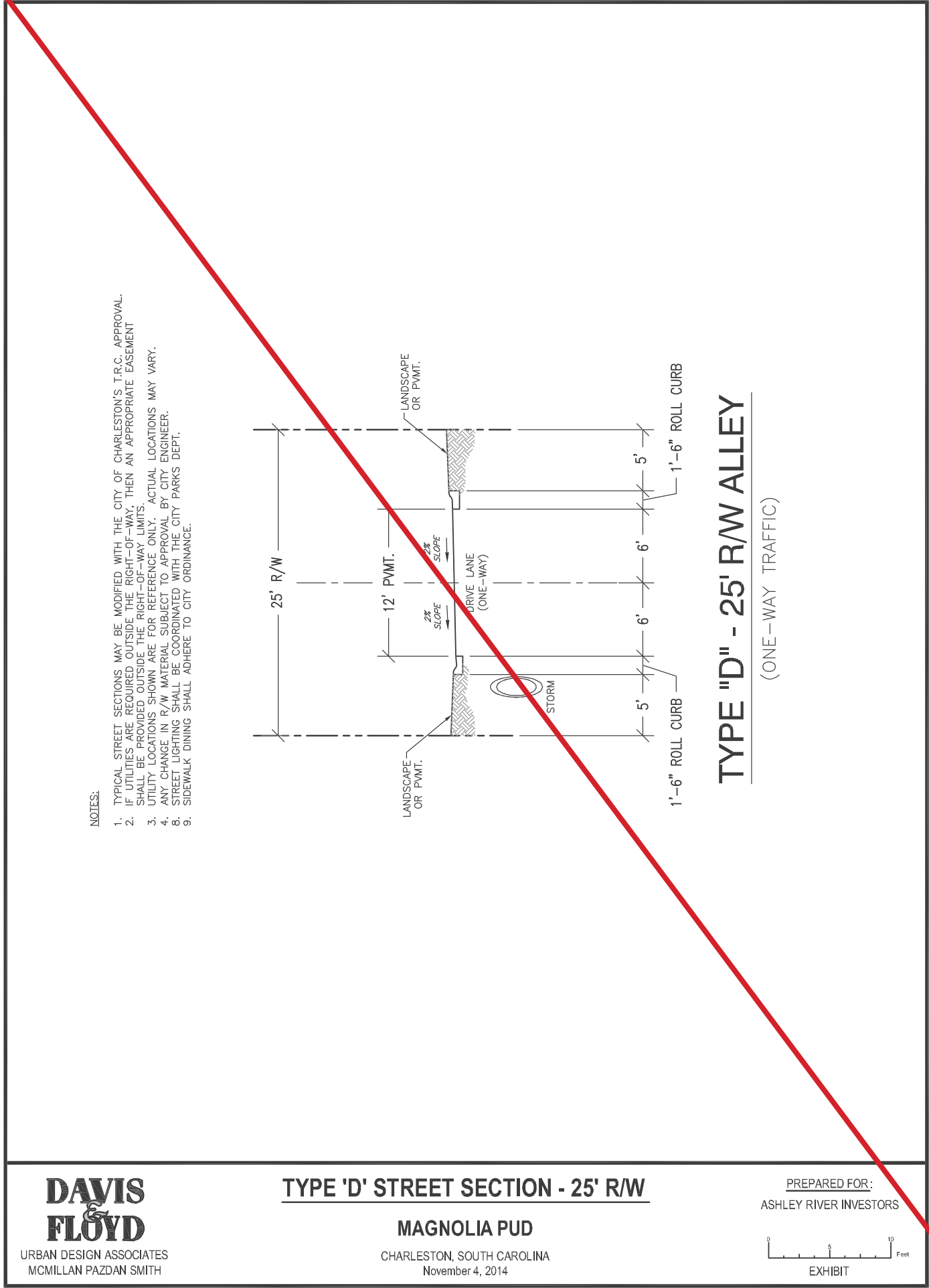




FIGURE 7: OPEN SPACE



APPLICANT: ASHLEY RIVER INVESTORS, LLC  
OWNERS: ASHLEY I, LLC & ASHLEY II OF CHARLESTON, LLC  
CONSULTANTS: URBAN DESIGN ASSOCIATES | DAVIS & FLOYD | MCMILLAN PAZDAN SMITH

NOVEMBER 2014

300 0 300 600 1500 FEET



Conceptual Parks & Open Space

Magnolia | Charleston, South Carolina

FIGURE 12: OPEN SPACE



300 0 300 600 1500 FEET





FIGURE 8: CONNECTIVITY



FIGURE 13: CONNECTIVITY

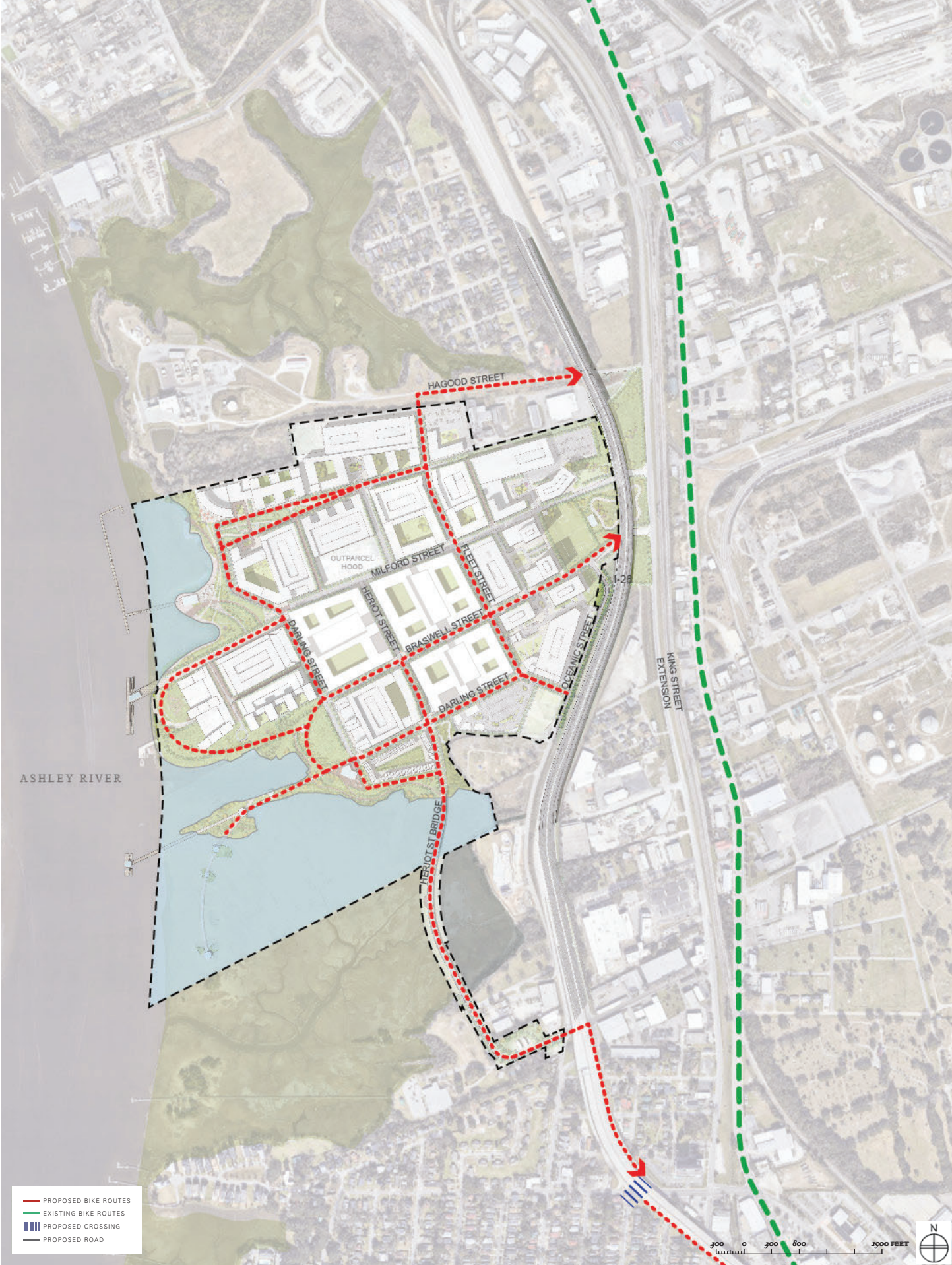




FIGURE 9: PERSPECTIVES



FIGURE 14: PERSPECTIVES





FIGURE 9: PERSPECTIVES



FIGURE 15: PERSPECTIVES





**B. TRAFFIC STUDY**

**B. TRAFFIC STUDY**



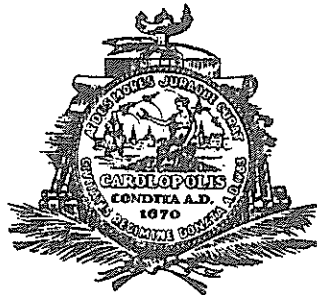
## ~~E.~~ LETTERS OF COORDINATION

## **D.** LETTERS OF COORDINATION



## ~~D. STORMWATER AND UTILITIES NARRATIVE~~

## E. MAGNOLIA PUD MASTER STORMWATER PLAN



Ratification  
Number \_\_\_\_\_

# AN ORDINANCE

TO AMEND CHAPTER 54 OF THE CODE OF THE CITY OF CHARLESTON (ZONING ORDINANCE) BY AMENDING THE WANDO VILLAGE PLANNED UNIT DEVELOPMENT (PUD) MASTER PLAN AND DEVELOPMENT GUIDELINES TO ALLOW FOR A SOUND BARRIER FOR A PORTION OF THE PROPERTY ADJACENT TO THE NEWLY WIDENED HIGHWAY 41 ROADWAY AND NEW BRIDGE FOR 546 RIVERBEND TRAIL & HWY 41 (WANDO VILLAGE PUD – CAINHOY) (APPROX. 66.50 ACRES) (TMS# 263-00-04-001 & 057).

BE IT ORDAINED BY THE MAYOR AND COUNCIL MEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by amending the Wando Village Planned Unit Development Master Plan and Development Guidelines as more fully described in the document titled "Amendment to Section 6 of the Wando Village PUD" which is attached hereto and made part hereof, with the Planned Unit Development Guidelines attached hereto and incorporated herein by reference to serve as the development plan for such property;

Section 2. The Wando Village Planned Unit Development Master Plan and Development Guidelines be amended for property described as follows:

Property adjacent to Highway 41 (approx. 66.50 acres) (TMS# 263-00-04-001 & 057).

Section 3. This Ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of  
in the Year of Our Lord 2020, in the \_\_\_\_ Year of  
Independence of the United States of America.

By: \_\_\_\_\_

John J. Tecklenburg  
Mayor, City of Charleston

Attest: \_\_\_\_\_

Jennifer Cook  
Interim Clerk of Council



## ORDINANCE AMENDMENT 1

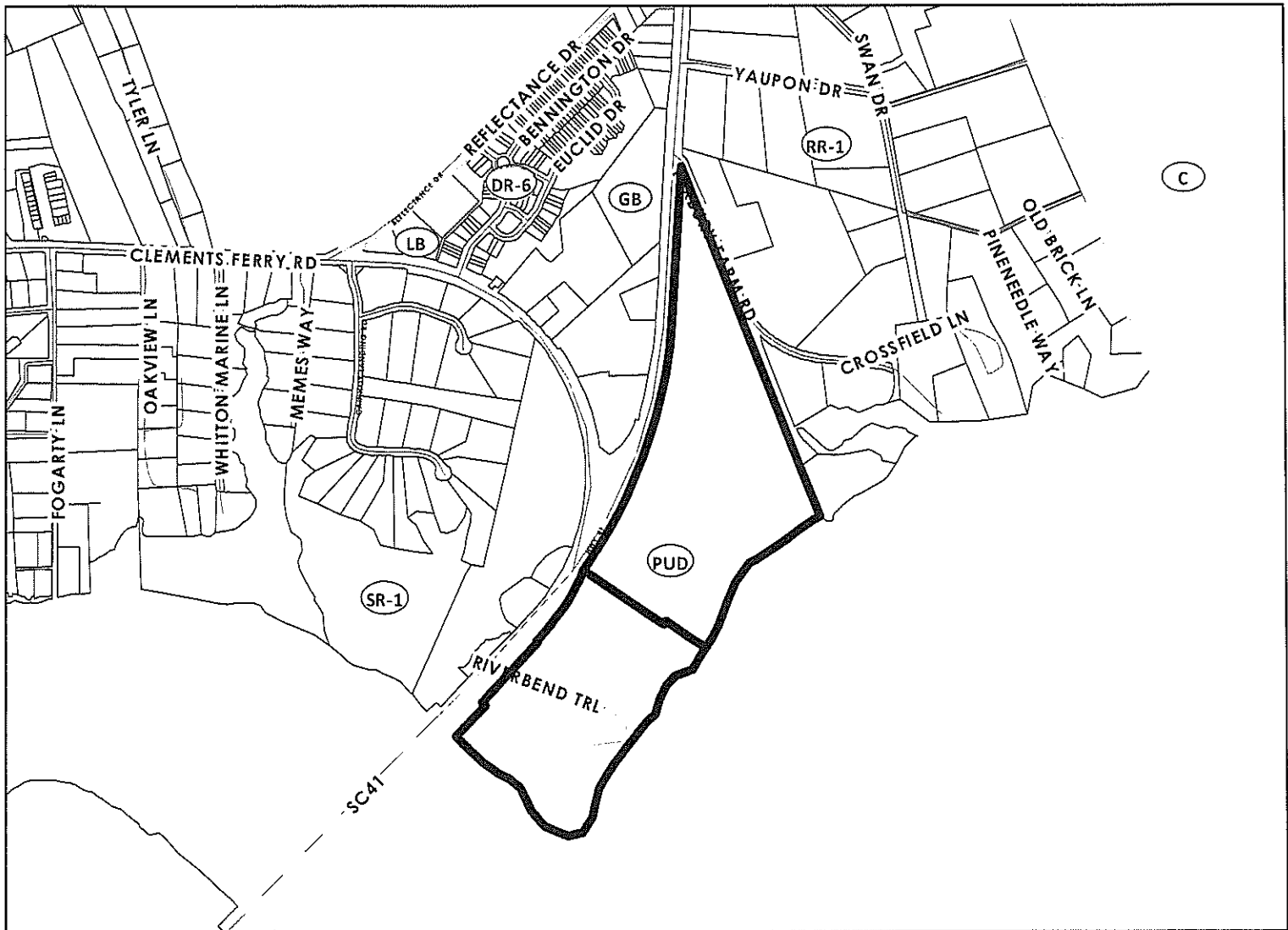
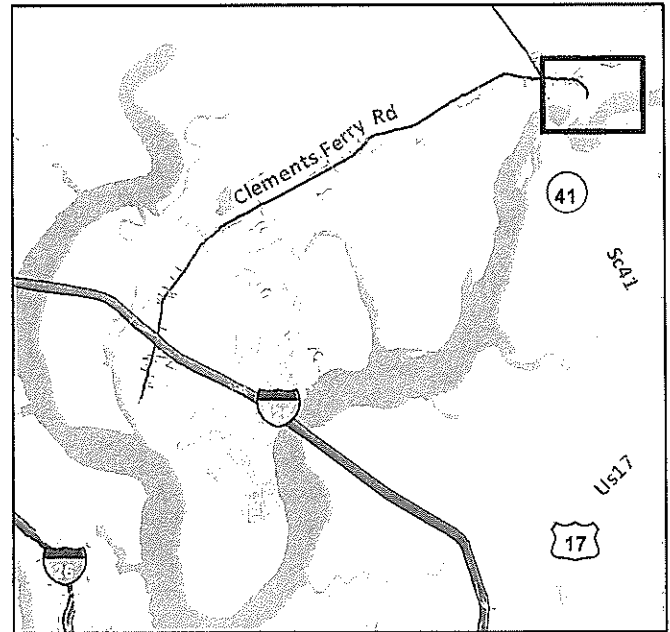
546 Riverbend Trail & Hwy 41  
(Wando Village PUD – Cainhoy)

TMS# 2630004001 & 057

approx. 66.50 ac.

Request amendment to the Wando Village Planned Unit Development Master Plan and Development Guidelines to allow for a sound barrier for a portion of the property adjacent to the newly widened Highway 41 roadway and new bridge.

Owner: Pulte Home Company LLC  
Applicant: Thomas & Hutton Engineering Co.



# Amendment to Section 6 of the Wando Village PUD

## WANDO VILLAGE

### 6.) Landscape and Buffer Requirements

In addition to the buffers outlined below, a 100' undisturbed buffer shall be maintained along the northern property line abutting Tuxbury Farm Road. The following Buffer Types refer to the City of Charleston Zoning Ordinance designations. Please refer to the City of Charleston Zoning Ordinance for buffer specifications. Landscape material used for buffer and accent planting should emphasize native materials. All materials, sizes, and spacing shall conform to the standards set forth in the City of Charleston Zoning Ordinance:

**Between any use and Highway 41:** Type C Buffer (average width of 25', not to go below 15').

**Wherever a multi-family building (excluding townhomes), mixed-use building, or any nonresidential use is proposed for a site or lot adjoining a single-family or townhome lot:**  
Type B Buffer (minimum width of 15').

Buffer plantings must be planned so as to screen between uses and provide a visual barrier. Existing plants may count toward buffer requirements so long as they fulfill all requirements of this section and all City of Charleston landscape and buffering requirements. Buffers shall be located along the perimeter of a lot or parcel and shall extend to the boundary line of the lot or parcel. Buffers shall not be located on any portion of an existing public or private street right-of-way. Where utility or drainage easements exist along property lines, the buffer shall be located adjacent to the easement and may be reduced by the width of the easement on the property where the buffer is required or twenty-five percent (25%) of the required buffer width, whichever is smaller. A sound barrier may be installed on the property side of the Type C buffer parallel to Highway 41 for the portion of the site south of the main entry to the Highway 41 bridge. The barrier shall be an earth toned colored concrete material, textured or otherwise, to blend with natural buffer. The barrier shall be screened by the buffer, maximum 12 feet in height and must contain cut outs in the bottom to maintain natural drainage patterns.

Street trees are to be planted along all roadways according to City of Charleston Subdivision regulations (Article 8, Part 4, Section 54-831(e)).

Along OCRM Critical Lines, the following buffers apply:

#### Estate Lots & Mixed-Use Areas

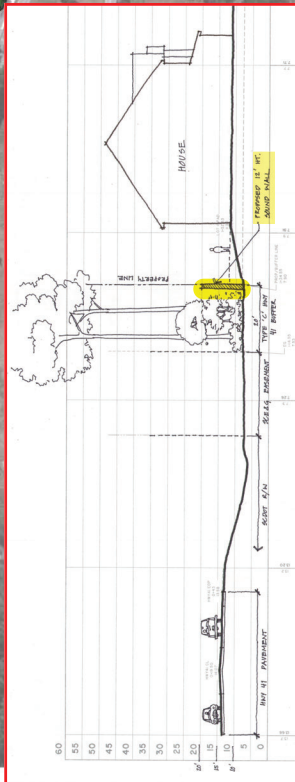
Type L Buffer (minimum 20' width; see City of Charleston Zoning Ordinance, Article 3, Part 8, Section 54-347 and 54-348 )

10' building setback from the buffer line

#### POA Land

Limited removal of vegetation within the OCRM buffer on POA land is permissible for views and access to water dependent structures, subject to POA guidelines. Approved boat ramps and docks, appurtenant access facilities, and other publicly accessible uses such as concessions, public yachting facilities, and civic and recreational facilities may be installed within this buffer within POA lands. Any removal of a grand tree within these buffers will require mitigation as specified in the City of Charleston Zoning Ordinance (Article 3, Part 6, Sections 54-325 through 54-339).





Open Space			
Required	Proposed	Usable Required	Usable Proposed
70.37 x 20% = 14.1 Ac.	37.5 (53%)	14.1 x 25% = 3.5 Ac.	5.2 Ac.

SUBJECT AREA FOR SOUND BARRIER PROVISION IN SECTION 6 AMENDMENT

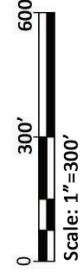
Approximate location of potential roundabout. PUD circulation to be adjusted to as Highway 41 realignment plans develop.

\* Calculations, locations, and area designations are conceptual only and based on approximate measurements. Actual calculations to be updated according to approved surveys and plats as development occurs.  
 \*\* Unit distribution by development pod is conceptual in nature. Distribution is subject to change depending upon market conditions so long as the overall PUD density of 416 units is not exceeded.



# EXHIBIT 6: LAND USE PLAN

OCTOBER 19, 2014





# Berkeley County GIS Online Mapping



1 inch = 500 feet  
 Date: 8/24/2020  
 Berkeley County GIS



The county of Berkeley and its GIS Department disclaims accountability for this product and makes no warranty express or implied concerning the accuracy thereof. Responsibility for interpretation and application of this product lies with the user.



LINE TABLE		LINE TABLE		LINE TABLE		LINE TABLE	
LINE	WAVELENGTH	LINE	WAVELENGTH	LINE	WAVELENGTH	LINE	WAVELENGTH
1	5.0412233	11	5.797100	21	6.552950	31	7.308827
2	5.248431	12	5.797100	22	6.552950	32	7.308827
3	5.455639	13	5.797100	23	6.552950	33	7.308827
4	5.662847	14	5.797100	24	6.552950	34	7.308827
5	5.870055	15	5.797100	25	6.552950	35	7.308827
6	6.077263	16	5.797100	26	6.552950	36	7.308827
7	6.284471	17	5.797100	27	6.552950	37	7.308827
8	6.491679	18	5.797100	28	6.552950	38	7.308827
9	6.698887	19	5.797100	29	6.552950	39	7.308827
10	6.906095	20	5.797100	30	6.552950	40	7.308827
11	7.113303	21	6.552950	31	7.308827	41	8.064654
12	7.320511	22	6.552950	32	7.308827	42	8.064654
13	7.527719	23	6.552950	33	7.308827	43	8.064654
14	7.734927	24	6.552950	34	7.308827	44	8.064654
15	7.942135	25	6.552950	35	7.308827	45	8.064654
16	8.149343	26	6.552950	36	7.308827	46	8.064654
17	8.356551	27	6.552950	37	7.308827	47	8.064654
18	8.563759	28	6.552950	38	7.308827	48	8.064654
19	8.770967	29	6.552950	39	7.308827	49	8.064654
20	8.978175	30	6.552950	40	7.308827	50	8.064654
21	9.185383	31	7.308827	41	8.064654	51	8.820481
22	9.392591	32	7.308827	42	8.064654	52	8.820481
23	9.599799	33	7.308827	43	8.064654	53	8.820481
24	9.807007	34	7.308827	44	8.064654	54	8.820481
25	10.014215	35	7.308827	45	8.064654	55	8.820481
26	10.221423	36	7.308827	46	8.064654	56	8.820481
27	10.428631	37	7.308827	47	8.064654	57	8.820481
28	10.635839	38	7.308827	48	8.064654	58	8.820481
29	10.843047	39	7.308827	49	8.064654	59	8.820481
30	11.050255	40	7.308827	50	8.064654	60	8.820481
31	11.257463	41	8.064654	51	8.820481	61	9.576308
32	11.464671	42	8.064654	52	8.820481	62	9.576308
33	11.671879	43	8.064654	53	8.820481	63	9.576308
34	11.879087	44	8.064654	54	8.820481	64	9.576308
35	12.086295	45	8.064654	55	8.820481	65	9.576308
36	12.293503	46	8.064654	56	8.820481	66	9.576308
37	12.500711	47	8.064654	57	8.820481	67	9.576308
38	12.707919	48	8.064654	58	8.820481	68	9.576308
39	12.915127	49	8.064654	59	8.820481	69	9.576308
40	13.122335	50	8.064654	60	8.820481	70	9.576308
41	13.329543	51	8.820481	61	9.576308	71	10.332135
42	13.536751	52	8.820481	62	9.576308	72	10.332135
43	13.743959	53	8.820481	63	9.576308	73	10.332135
44	13.951167	54	8.820481	64	9.576308	74	10.332135
45	14.158375	55	8.820481	65	9.576308	75	10.332135
46	14.365583	56	8.820481	66	9.576308	76	10.332135
47	14.572791	57	8.820481	67	9.576308	77	10.332135
48	14.780000	58	8.820481	68	9.576308	78	10.332135
49	14.987208	59	8.820481	69	9.576308	79	10.332135
50	15.194416	60	8.820481	70	9.576308	80	10.332135
51	15.401624	61	9.576308	71	10.332135	81	11.087962
52	15.608832	62	9.576308	72	10.332135	82	11.087962
53	15.816040	63	9.576308	73	10.332135	83	11.087962
54	16.023248	64	9.576308	74	10.332135	84	11.087962
55	16.230456	65	9.576308	75	10.332135	85	11.087962
56	16.437664	66	9.576308	76	10.332135	86	11.087962
57	16.644872	67	9.576308	77	10.332135	87	11.087962
58	16.852080	68	9.576308	78	10.332135	88	11.087962
59	17.059288	69	9.576308	79	10.332135	89	11.087962
60	17.266496	70	9.576308	80	10.332135	90	11.087962
61	17.473704	71	10.332135	81	11.087962	91	11.843789
62	17.680912	72	10.332135	82	11.087962	92	11.843789
63	17.888120	73	10.332135	83	11.087962	93	11.843789
64	18.095328	74	10.332135	84	11.087962	94	11.843789
65	18.302536	75	10.332135	85	11.087962	95	11.843789
66	18.509744	76	10.332135	86	11.087962	96	11.843789
67	18.716952	77	10.332135	87	11.087962	97	11.843789
68	18.924160	78	10.332135	88	11.087962	98	11.843789
69	19.131368	79	10.332135	89	11.087962	99	11.843789
70	19.338576	80	10.332135	90	11.087962	100	11.843789

[illegible]

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

*F. ELLIOTT QUINN III*

**THOMAS E. ELLIOTT & SONS  
ENGINEERING CO.**  
No. 00085  
REGISTERED PROFESSIONAL ENGINEERS  
STATE OF NORTH CAROLINA

PLAT OF  
THE SUBDIVISION OF  
**A TRACT OF LAND  
LOCATED ON  
TUXBURY FARM ROAD &  
SC HIGHWAY 41  
CONTAINING 66.87 AC.  
TO CREATE  
TRACT A (40.14 AC.)  
AND  
TRACT B (26.73 AC.)**

**owned by**  
CITY OF CHARLESTON,  
BERKELEY COUNTY, SOUTH CAROLINA  
**PASTIME AMUSEMENT COMPANY ET AL**

[illegible]

**THOMAS & HUTTON**  
Engineering | Surveying | Planning | GIS | Consulting

682 Johnnie Dodds Blvd., Suite 100  
PO Box 1522  
Mt. Pleasant, SC 29465-1522  
p 843.849.0200 f 843.849.0203



PLANNING & RMC USE ONLY

2020016215  
PRESENTED & RECORDED:  
05-12-2020 12:15:34 PM  
CYNTHIA B FORTE  
REGISTER OF DEEDS  
BURNSELEY COUNTY, SC

APPROVED BY CITY ENGINEER

APPROVED BY: *[Signature]*

FOR CITY ENGINEER

THE AREA SHOWN ON THIS PLAT IS A REPRESENTATION OF THE SUBJECT PROPERTY, AND NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE.

DATE: 11/11/11

SIGNATURE: [Signature]

THE CRITICAL LINE SHOWN ON THIS PLAT IS VALID FOR FIVE YEARS FROM THE DATE OF THIS SIGNATURE. SUBJECT TO THE

NOTES

1. THE MAP NO. 203-00-04-00

2. ACCORDING TO F.W.P. MAP 14503C, PANEL 1745E, DATED DECEMBER 07, 2006, THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN FLOOD ZONE(S) XHAZARDED AS (EL. 8.50) AND ZONE VE (EL. 8.50).

3. COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATES.

4. PROPERTY IS VENTILATED ZONING BASED ON CITY OF CHARLESTON 65.

5. THE PROPERTY HAS DIRECT PHYSICAL ACCESS TO S.C. HIGHWAY 4 AS WELL AS TOURNEY FARM ROAD, A DEDICATED PUBLIC STREET OR HIGHWAY.

6. THE FRESH WATER WETLANDS SHOWN HEREON ARE BASED ON A SURVEY BY THOMAS & HUTTON, LAST 1997.

7. THE AREAS SHOWN HEREON AS "WETLANDS WITH NO "WETLAND AFFECT" OR "WETLAND AFFECT" ARE IN JURISDICTION



Ratification  
Number \_\_\_\_\_

# AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1569 NORTH PINEBARK LANE (WEST ASHLEY) (APPROXIMATELY 0.27 ACRE) (TMS #353-15-00-033) (COUNCIL DISTRICT 7), ANNEXED INTO THE CITY OF CHARLESTON SEPTEMBER 22, 2020 (#2020-133), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY ELIZABETH AND NICHOLAS CURRY.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so that the below described property shall become a part thereof:

1569 North Pinebark Lane (West Ashley) (approximately 0.27 acre) (TMS #353-15-00-033)

Section 2. That the said parcel of land described above shall be zoned Single-family Residential (SR-1) classification.

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_\_ day of \_\_\_\_\_  
in the \_\_\_\_\_ Year of Our Lord  
\_\_\_\_\_, in the \_\_\_\_\_ Year of Independence  
of the United States of America.

By:

\_\_\_\_\_  
John J. Tecklenburg  
Mayor, City of Charleston

Attest:

\_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



**ZONING 1**

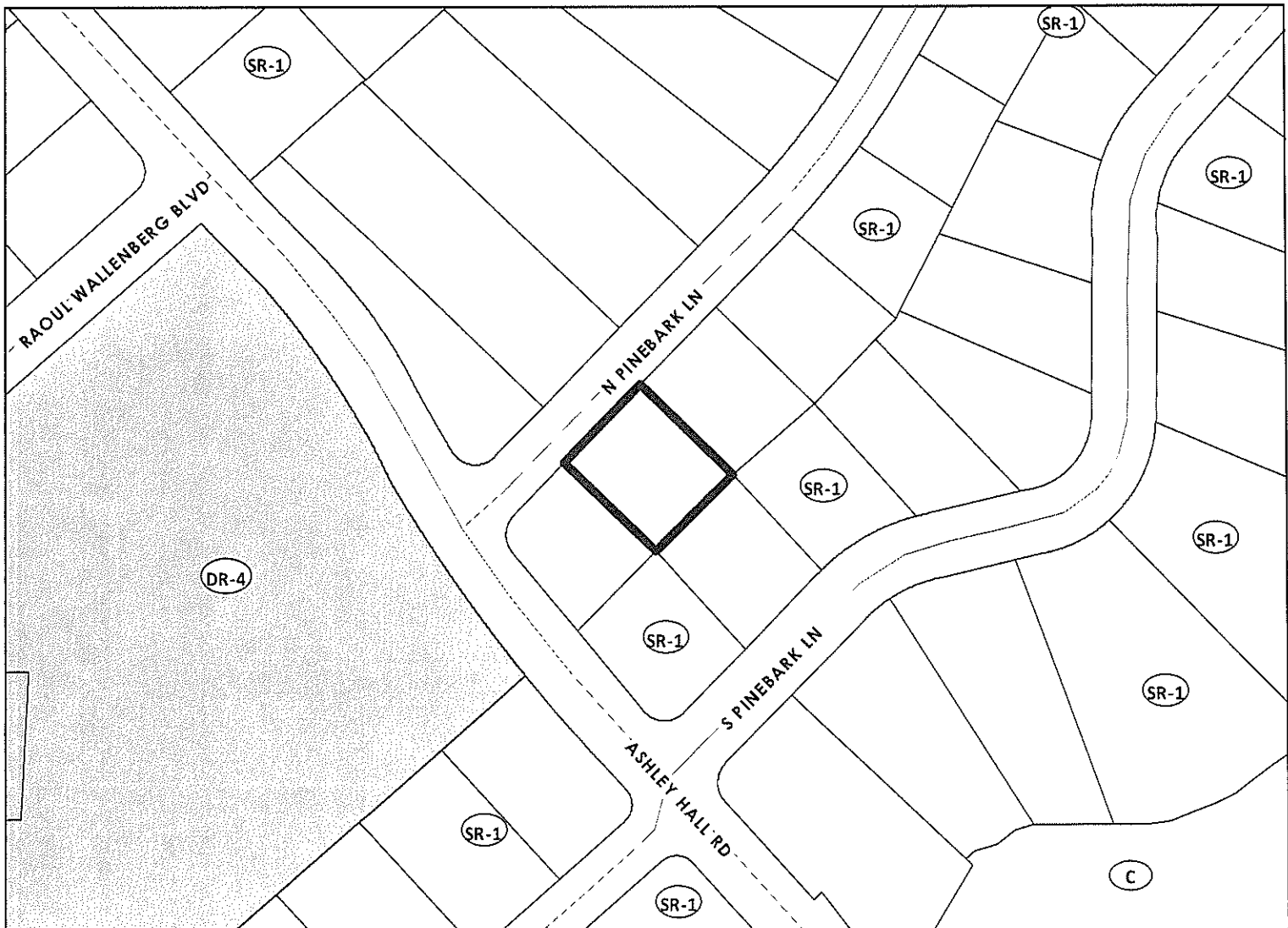
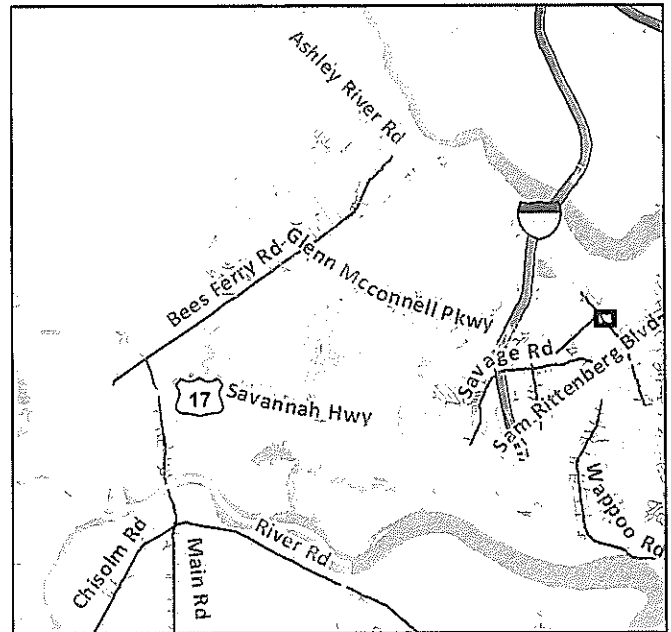
**1569 N Pinebark Ln (N Pinepoint - West Ashley)**

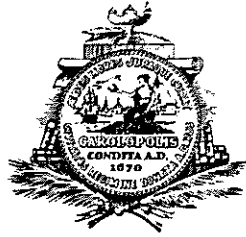
**TMS # 3531500033**

**0.27 ac.**

**Request zoning of Single-Family Residential (SR-1).  
Zoned Single-Family Residential (R-4)  
in Charleston County.**

**Owner: Elizabeth Curry & Nicholas Curry**





*City of Charleston*

JOHN J. TECKLENBURG  
MAYOR

MEMORANDUM

TO: City Councilmembers

FROM: John J. Tecklenburg, Mayor

DATE: October 21, 2020

RE: Tourism Commission Appointments

The commission shall be appointed by the mayor upon the advice and consent of the City Council and shall consist of fourteen (14) voting members including a chairman. Eight (8) members shall be persons who have demonstrated their knowledge and appreciation of the history and architecture of the city. Of these eight (8), at least four (4) shall be residents of the Peninsula, three (3) shall be residents from areas outside of the Peninsula and one (1) shall be a member of the city council. One (1) member shall be a member of the business community who shall have demonstrated his or her knowledge of business, commerce and urban economics.

The following are my recommendations for the Tourism Commission:

- Barry Kalinsky – **Reappointment** – (Economics) – term expires 2/28/23
- Ernest Long – **Reappointment** – (Peninsula) – term expires 2/28/23
- James Saboe – **Reappointment** – (Tourism) – term expires 2/28/23
- Alphonso Brown – **Reappointment** – (Tourism) – term expires 2/28/23
- Chad Yonce – **Reappointment** – (Economics) – term expires 2/28/23
- Victoria Moore – **New Appointment** – (Off Peninsula) – term expires 2/28/23
- Darryl Wade – **New Appointment** – (Tourism) – term expires 2/28/23
- Yvonne Broaddus – **New Appointment** – (Off Peninsula) – term expires 2/28/23



## Central Business District Improvement Commission Report – Safety & Appearance

### Appearance

#### 1. Physical Cleanliness & Appearance

- a. Continue requiring the following to conduct a monthly inspection: **Livability & Tourism, Parks, Public Service, Planning, Preservation, & Sustainability, and Traffic & Transportation** Departments until the back log of issues has been addressed. Issues should be immediately placed into the work order system and addressed.
- b. Reallocate resources of the **Livability & Tourism Department** to add an additional daily patrol to monitor and address code violation and maintenance issues. In the short term, this could include re-assigning Tourism officers as the tourism industry recovers from COVID-19.
- c. Require **business and property owners** to adhere to state regulations requiring maintenance of their property and street frontage. To support that, the **CBDI Commission** will work with relevant departments to create an educational campaign. However, this should escalate to citations if necessary.
- d. Reallocate resources to the **Public Service Department**, in particular for the staff and equipment needed for consistent power washing & right of way maintenance.
- e. Reallocate resources of the **Parks Department** for consistent weed abatement.
- f. Require **property owners and realtors** to maintain the appearance of vacant and renovating buildings, including signage. To support that effort, direct the **Livability & Tourism** and the **Planning, Preservation, & Sustainability** Departments to create vacant building management policies. This may require identifying resources and securing a consultant to execute. The **CBDI Commission** will also create a registry of commercial landlords to support these efforts.

#### 2. Trash Collection & Litter Removal

- a. Reallocate **Public Service Department** resources, particularly to maintain complete staffing of all grounds custodian shifts and an additional night shift for litter collection. This should also include improved equipment and uniforms for these crews.
- b. Require **business owners** to responsibly dispose of garbage and recycling. To support that effort, direct the **Livability & Tourism Department** to encourage responsible placement of garbage and recycling carts by businesses through education and, if needed, citations.
- c. Direct the **Parks Department** to have Keep Charleston Beautiful organize monthly cleanups to include the **businesses** as well as stakeholders like the surrounding neighborhoods and schools.
- d. **[Long Term Goal – not for 2020/2021]** Direct the **Public Service Department** to investigate the use of vertical trash compactors. Initial steps include:
  - i. Survey of businesses regarding needs and challenges regarding trash disposal and potential interest in a vertical trash compactor program.
  - ii. Evaluate the constraints of implementing vertical trash compactors, including the merit of a pilot location and budget request (approx. \$70,000).

#### 3. Public Infrastructure Maintenance

- a. Support the **Public Service Department** in creating a dedicated budget (approximately \$80,000) for bluestone repairs, including cracked, stained, and loose pieces.
- b. Empower **property and business owners** to report maintenance issues through processes such as GovQA, Citizen Services Desk, and Citibot. To support that effort, direct the **Livability & Tourism** and the **Planning, Preservation, & Sustainability** Departments to create a campaign to educate property and business owners on how to create work orders through existing processes. This should be accompanied by a citywide directive for staff and elected officials to report issues on sight through those same processes.

## Central Business District Improvement Commission Report – Safety & Appearance

### Safety

#### 4. Unlicensed Palmetto Rose Peddlers

- a. Since there are no children currently enrolled or interested in the **Recreation Department** program, direct the **Police Department** to develop practices to address concerns from unlicensed sales.

#### 5. Public Safety

- a. Direct the **Police Department** to develop relationships with businesses by increasing the percentage of shifts spent on foot and bike patrol and increasing daily contact or “check-ins” with businesses. As department staffing levels increase, more officers should be assigned to Team 9 to maintain and build these relationships.
- b. Direct the **Police Department** to explore alternative public safety options, such as the new Homelessness Specialist, downtown ambassador programs, community watch, etc. to supplement their efforts.
- c. Empower and support the **Police Department's** current efforts to collect signed Private Property Trespass Response Program forms from all vacant property owners. The **CBDI Commission** will assist in collecting these forms.

#### 6. Panhandling & Aggressive Sales

- a. Support the **Housing & Community Development Department** in hiring additional “boots on the ground” staff to support case management and other efforts around homelessness.
- b. Once the **Charleston County Criminal Justice Coordinating Council's** new “Familiar Faces” program is fully developed and operational, the **Housing & Community Development Department** should incorporate **business owners** to identify candidates based on community needs.
- c. Empower and support the current work of the **Planning, Preservation, & Sustainability** and **Livability & Tourism** Departments in conjunction with **Corporation Counsel** to create regulations and increase enforcement around aggressive sales. This should include researching best practices and involve property owners as necessary.
- d. Direct the **Livability & Tourism Department** and **Corporation Counsel** to work collaboratively with **businesses** to collect documentation of aggressive sales violations to support legal action.

### Public Space

#### 7. Sidewalk Obstruction and Pedestrian Crowding

- a. Empower and support the current and future work of departments (**Traffic & Transportation, Police, Planning, Preservation, & Sustainability, Public Service, Parks**, etc.) to investigate ways to add additional pedestrian space to both King and Market Streets, with particular interest to closing parking lanes to expand sidewalks, create parklets for restaurant and retail use, and areas for food trucks. This could be done in conjunction with existing projects like Second Sunday or the South Market Street closure.
- b. Support the **Traffic & Transportation Department** current efforts to forge better relationships with SCDOT to better allow programming on the street.
- c. Require **businesses** to remove unpermitted public encroachments that prevent ADA compliance. To support that effort, empower the **Livability & Tourism Department** to evaluate and enforce public encroachment violations that prevent ADA compliance on a case by case basis.

#### 8. COVID-19

- a. See recommendation 7a as it also relates to this issue.
- b. Work with the **business community** to increase/maintain mask-wearing and social distancing. To support that effort, support the continuing work of the **Planning, Preservation, & Sustainability** and **Traffic & Transportation** to create educational materials as well as enforcement by the **Livability & Tourism** and **Police** Departments.



## Central Business District Improvement Commission Report – Safety & Appearance

### 9. Lighting

- a. Direct the **Parks Department** to complete an annual audit of the poles for safety, repainting and replacement.
- b. Direct the **Parks Department** to coordinate with Dominion Energy on the placement of additional poles and increasing wattage of fixtures in existing poles, as well as creating incentives for property owners to place temporary lights in the alcoves of vacant buildings to prevent camping.
- c. Support the **Police Department's** current effort to use their night shift to monitor and report pole outages to the **Parks Department**.
- d. Empower **business owners** to properly report outages through an educational campaign through the **Livability & Tourism Department**.

### 10. Wayfinding

- a. Direct the **Planning, Preservation, & Sustainability** and **Traffic & Transportation** Departments to conduct an audit of existing signage to eliminate unnecessary, ineffective, damaged, or unsightly signage clutter.
- b. Direct the **Planning, Preservation, & Sustainability Department**, in collaboration with the **Design Review Committee** and the **CBDI Commission**, to identify the following in preparation for a new wayfinding system: landmark and attractions; key audiences and usages; pedestrian, cyclist, and vehicle usage routes; and placement locations.
- c. Direct the **Planning, Preservation, & Sustainability Department**, in collaboration with the **Design Review Committee** and the **CBDI Commission**, to develop a strategic wayfinding system involving uniformed signage that is simple and sized correctly.

### *Communication & Education Efforts*

The **CBDI Commission** will assist with following items either by creating materials or identifying block captains to distribute materials and collect information:

- 1c
- 1f
- 2b
- 2c
- 3b
- 5c
- 6d
- 7c
- 8b
- 9d



JOHN J. TECKLENBURG  
MAYOR

## City of Charleston

KAY CROSS  
DIRECTOR

### DEPARTMENT OF HUMAN RESOURCES & ORGANIZATIONAL DEVELOPMENT

**To:** John J. Tecklenburg, Mayor  
**From:** Paul Wieters PW  
**CC:** Rick Jerue, Jan Park, Kay Cross  
**Re:** Health and Wellness Advisory Committee Motion on Health in All Policies  
**Date:** October 20, 2020

Attachment: An introduction to Health in All Policies

---

The City of Charleston Health and Wellness Advisory Committee made and approved the following motion for City Council during the October 7, 2020 monthly meeting.

**MOTION:** The City of Charleston Health and Wellness Advisory Committee is recommending to City Council to consider the "Health in All Policies" approach for consideration in the development and implementation of the Century V Comprehensive Plan Update for the City of Charleston, and in so doing consult with the City Health and Wellness Advisory Committee and other relevant committees as they take this "health in all policies" approach. This "Health in All Policies" approach will be presented to City Council by the Health and Wellness Advisory Committee.

Motion made by Dan Bornstein and seconded by Mark Dickson. The motion passed unanimously.

Susan Johnson, PhD, is a member of the Advisory Committee and will be representing Chair Anton Gunn to make a brief presentation at the City Council meeting on October 27, 2020 and available to answer any questions.

Attached is a brief summary created by the Public Health Institute, the California Department of Public Health and the American Public Health Association.



# From Start to Finish

## How to Permanently Improve Government through Health in All Policies



ChangeLab Solutions

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## Acknowledgments

Written by Rebecca Johnson (policy analyst) and Heather Wooten (vice president of programs). Additional research and support by Amy Ackerman (consulting attorney), Allison Allbee (planner), Catalina Baker (copywriting and editing manager), Phebe Gibson (policy analyst), Kim Arroyo Williamson (senior communications manager), and Benjamin D. Winig (senior staff attorney and program director). All are affiliated with ChangeLab Solutions. Additional research by Ruben Farias (formerly of ChangeLab Solutions).

This toolkit would not have been possible without the inspirational work of state and local leaders. Many thanks to the following for participating in interviews and reviewing drafts: Shannon Mace Heller (Baltimore City Health Department Office); Valerie Rogers (formerly of the Baltimore City Health Department, MD); Julia Caplan, Karen Ben-Moshe, and Linda Rudolph (Public Health Institute/California Department of Public Health); Erica Salem (formerly of the Chicago Department of Public Health, IL); Nanette Yandell (formerly of Del Norte County and Adjacent Tribal Lands Building Health Communities, CA); Tina Zenzola, Shelley

Saitowitz, and Lindsey McDermid (Health and Human Services Agency, County of San Diego, CA); Jerome Tinianow (Denver Office of Sustainability, CO); Max Gibson (formerly of Jefferson County Public Health, CO); Molly Hansen (Jefferson County Public Health, CO); Erica Padilla-Chavez (Monterey County Health Department, CA); Carrie S. Cihak (Office of King County Executive, WA); Matias Valenzuela (Public Health - Seattle & King County, WA); Gabino Arredondo and Shasa Curl (City Manager's Office, Richmond, CA); Michael Osur (Riverside County Department of Public Health, CA).

Developed by ChangeLab Solutions with funding from The California Endowment.

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Illustrations by Ethos3

# Introduction



Health is one of our most precious resources. People everywhere want their families and communities to be healthy and to thrive. But what does it really take to make that vision a reality?

We all need healthy food, clean water and air, and safe parks and green spaces for recreation and play. We need to be able to get around safely on foot and bicycle. We need the places where we live, study, work, and play to be tobacco free. We need homes that are safe, well maintained, affordable, and located in neighborhoods that provide access to daily needs. We need communities that are free of violence, where there are good jobs and opportunities to start and grow our own businesses. We need healthy schools where our kids can learn, grow, and succeed. We need to feel connected to our neighbors and our communities.

"We only spend maybe 30 minutes a year with a doctor. The other 365 days, 24/7, we spend outside the hospital. It's where we live, where we learn, that determines how healthy, or unhealthy, we are."<sup>62</sup>

*Leana Wen, Baltimore City Health Commissioner*

The fact is, health is influenced by the interaction of many factors – not simply by genetics, individual behavior, or even access to health care. It is now widely accepted that the environments in which people are born, live, learn, work, play, and age have the greatest impact on health outcomes across populations. Researchers and public health professionals refer to the conditions in these environments as the “social determinants of health.”<sup>1,2</sup>

A growing understanding of the social determinants of health and their significance has led to a call for public policy that shapes the social, physical, and economic environments in ways that are more conducive to health.<sup>3</sup> However, policies that determine whether a person has access to healthy food,<sup>4</sup> clean water<sup>5</sup> and air,<sup>56</sup> safe places for play and physical activity,<sup>6</sup> affordable, quality housing,<sup>7</sup> jobs,<sup>63</sup> and schools<sup>8,9</sup> are typically developed and implemented by agencies other than health departments, including planning, transportation, social services, education, economic development, fire, police, sanitation, and public works departments.<sup>10</sup>

To achieve a vision for healthier communities, we need a new approach, one in which every part of government plays an active role. That's the idea behind Health in All Policies.

## What is Health in All Policies?

Health in All Policies is a collaborative approach to improving the health of a community by incorporating health, sustainability, and equity considerations into decision-making across sectors and policy areas.<sup>1</sup>



More information on developing a Health in All Policies effort is available in *Health in All Policies: A Guide for State and Local Governments*.

This guide outlines why Health in All Policies is necessary to improve health, explains how to apply a Health in All Policies approach, and provides success stories from different communities that are implementing Health in All Policies. It also includes practice tips for building partnerships, applying a health lens analysis, and creating effective messages about Health in All Policies.

Decisions that local governments make about food access, housing, transportation, public safety, education, sustainability, climate change, parks, air and water quality, criminal justice, and economic development can and should be directed toward improving health outcomes.

To achieve Health in All Policies, local governments must adopt a new approach to decision-making. This approach requires the various agencies and departments whose policies and actions affect the social determinants of health to recognize shared goals, collaborate, and coordinate their efforts. In addition, public agencies must engage with residents, community-based organizations, and experts to gather data and ensure the changes in decision-making are responsive to community needs.

Communities across the country (including California;<sup>11</sup> Denver, CO;<sup>12</sup> King County, WA;<sup>13</sup> Massachusetts;<sup>14</sup> Richmond, CA;<sup>15</sup> Richmond, VA;<sup>16</sup> and Washington, DC<sup>17</sup>) have adopted jurisdiction-wide policies that require public agencies to work together to improve health, promote sustainability, and strengthen local economies.

Effective Health in All Policies initiatives are developed by and for the particular community. The initiative's overarching focus must resonate with everyone involved, including public agencies,

local groups, and residents, whether it's framed around health, wellness, equity, sustainability, or something else entirely.

While there is variation in local Health in All Policies initiatives, they usually share the same fundamental principles:<sup>18</sup>

- 1 Create an ongoing collaborative forum to help government agencies work together to improve public health;
- 2 Advance specific government projects, programs, laws, and policies that enhance public health while furthering participating agencies' core missions; and
- 3 Embed health-promoting practices in participating agencies.



The model policies included in this toolkit focus on transforming how every government agency considers health throughout the decision-making process.

### How does Health in All Policies differ from other approaches?

There are many approaches for improving health through policy, systems, and environmental change. For example, communities have made significant inroads in addressing health challenges, such as tobacco use, teen pregnancy, childhood obesity, and injuries, by adopting individual policies that improve health. Models like “collective impact” also provide a framework for mobilizing community members and stakeholders to promote the adoption of healthy policies.

While issue-specific coalitions can be highly effective, their work depends on targeted funding streams and political will for the “issue of the day,” which may shift or dwindle over time. More importantly, these approaches don’t fundamentally change how governments make ongoing decisions about policies, programs, and practices.

Health in All Policies isn’t the only way to make healthy policies, but it is an efficient model for ensuring health is consistently considered in policymaking over the long term. [ChangeLab Solutions’ model policies](#) achieve this by setting up a permanent structure that enables government agencies to come together to share best practices, learn from one another, and align their objectives. This approach also helps the jurisdiction identify training needs, develop tools, and establish accountability mechanisms to help government staff at all levels apply a health equity lens to their work.





# How can this toolkit help you achieve Health in All Policies?



One of the key objectives of Health in All Policies is to create lasting change in government structures and processes:<sup>1</sup>

“Over time, Health in All Policies work leads to institutionalizing a Health in All Policies approach throughout the whole of government. This involves permanent changes in how agencies relate to each other and how government decisions are made, structures for intersectoral collaboration, and mechanisms to ensure a health lens in decision-making processes.”<sup>1</sup>

This toolkit is specifically designed to help communities institutionalize a Health in All Policies approach through policy, ensuring that structural change is sustained over time, even when there are shifts in staffing and leadership:

## **From Start to Finish: How to Permanently Improve Government Through Health in All Policies** (*this document*)

This is an introduction to Health in All Policies. It outlines five key strategies for effectively adopting and implementing a policy to formalize Health in All Policies.

### **Who should use this toolkit?**

This toolkit is for anyone who is interested in building healthier communities through more collaborative and efficient policymaking, including staff from any governmental agency, healthy community advocates, policymakers, elected officials, and city and county attorneys.

## **5 KEY STRATEGIES FOR IMPLEMENTING A STRONG POLICY FORMALIZING HEALTH IN ALL POLICIES**

1

**Convene  
& Collaborate**



2

**Engage  
& Envision**



3

**Make  
a Plan**



4

**Invest in  
Change**



5

**Track  
Progress**



### **Collaborative Health: A Health in All Policies Presentation** ([click here](#))

Obtaining buy-in from leadership is critical to the success of a Health in All Policies initiative. This presentation is designed to help make the case for Health in All Policies and build support for an initiative among leaders and community members. Slides and a sample script are included; both resources can be tailored to a particular audience or a community's specific needs and interests.

### **Commitment to Change: Model Policies** ([click here](#))

The heart of this toolkit is three model policies that institutionalize Health in All Policies. They offer policy options for communities at different stages of readiness, or that face different opportunities to create change. Each model policy includes actions and provisions targeting the five key strategies that should be included in any strong initiative advancing Health in All Policies. All three can be adapted to fit the local context.

#### **Health in All Policies Model Ordinance**

This policy is the most comprehensive of the three options. It is designed to help a jurisdiction fully implement Health in All Policies. The model ordinance establishes a health framework that can be applied in decision-making and government operations. It establishes an interagency or interdepartmental Health in All Policies task force, and requires that the task force develop a strategic plan and publish regular status reports.

#### **Health in All Policies Model Resolution**

The model resolution is designed to help cities and counties that are ready to take initial steps to implement Health in All Policies. The resolution formalizes the jurisdiction's commitment to using



a Health in All Policies approach, and establishes an interagency or interdepartmental Health in All Policies Task Force. It then directs agencies and departments to identify the ways in which their work affects health outcomes, and to submit a report with recommendations for improving health equity through changes to policies, programs, or practices.

#### **Health in All Policies General Plan Language**

This model language provides an example of how communities can include a commitment to Health in All Policies within a policy that is focused on the actions of a specific agency or sector (in this case, planning). The model policies in this document are designed to be included in a health element of a community's general plan or in another section of the plan that addresses health. They support the five key strategies of Health in All Policies, but focus specifically on opportunities within the sphere of the general plan, such as land use, transportation, and development.

**We encourage you to contact us for ideas about adapting these model policies for your community!**



## Why do we need a policy for Health in All Policies?



### Every government agency affects health.

Doctors, hospitals, and local health departments can only do so much to improve the health of the community. Health in All Policies calls on the participation of every government agency, because every government agency makes policy and program decisions that affect health.

Ignoring or overlooking how policy affects health costs our economy enormously in lost productivity, health care expenditures, and lowered quality of

life. For example, diabetes costs the nation more than \$670 million a day in direct medical costs and lost productivity.<sup>19</sup> Asthma costs the United States more than \$55 billion each year.<sup>20</sup> And, in 2005, there were more than 173,000 traffic collisions involving pedestrians; medical care and lost productivity associated with just that year's collisions cost more than \$10 billion across victims' lifetimes.<sup>21</sup> Many individual public agencies and policies can play a role in reducing these health risks, reaffirming the importance of including health considerations in all decision-making.





**We need everyone to work together if we are going to tackle some of our biggest challenges.**

For more than a century, we've used policy to protect people's health. This has resulted in some big successes. For example, laws that prohibit smoking in public places and raised the price of tobacco products have helped save more than 1.6 million lives since 1964.<sup>22</sup> Seat belt laws have saved more than a quarter of million lives since 1975.<sup>23</sup>

However, we have also made many policies without ever taking health into account. Governments' increased focus on specialization and compartmentalization has allowed agencies to make changes to our environments in isolation, without ensuring those changes are coordinated or consistently applied. For example, the separation of the fields of planning and public health in the early 20th century spurred the development of highly specialized training, tools, and methods.<sup>24</sup> Now, evidence showing how urban design affects public health reminds us that when we don't collaborate, we risk undermining our own best intentions. Disjointed or uncoordinated policies prevent us from effectively tackling major societal challenges, such as violence, poverty, climate change, and chronic disease.

For example, a parks and recreation department might invest in a new park, which contributes to rising property values for nearby homes.<sup>25</sup> The department might do this without working with the local housing agency to ensure that as property values rise, current residents can still afford to live in the neighborhood. When parks and recreation makes changes without coordinating with the housing department, the community misses the opportunity to make a healthy neighborhood for all residents.

In another instance, a transportation department might be focused on reducing congestion by expanding a roadway. The department may have decided to add new lanes without considering how the additional cars will increase air pollution, which could exacerbate nearby residents' asthma. They may also have missed research on how designing streets that encourage people to walk, bike, and take transit could both help residents be healthier and reduce congestion. When the transportation department's policies don't routinely take health into account, the community misses the opportunity to create a safer and more effective transportation network.

## Health in All Policies can improve health for all people, especially those at highest risk for poor health outcomes.

The transformative government model underlying Health in All Policies has been used to promote health, equity, sustainability, or simply wellness. Each of these goals represents an overarching, “big-picture” community commitment. This toolkit focuses on one such goal: achieving the highest level of health for all people, also known as “health equity.”<sup>26</sup>

Across the U.S., communities face the high social and economic costs of health inequities, or differences in health associated with individual or group-specific attributes (e.g., income, education, or race/ethnicity) that are connected to social disadvantage as well as historical and contemporary injustices, and which can be minimized through changes to policy, programs, and practices.<sup>27,28,29</sup>

For example, African-Americans are far more likely to die as infants, die from heart attacks and stroke, and be murdered than Whites.<sup>30</sup> Hispanics and Latinos are more likely to be hospitalized from a preventable cause than Whites.<sup>30</sup> Low-income populations are more likely to suffer from asthma, be hospitalized for preventable causes, and be diagnosed with diabetes than wealthier people.<sup>30</sup>

Health inequities, such as those listed above, are the result of social, physical, and economic conditions shaped by laws, policies, and ongoing practices. Those conditions determine whether someone can buy fresh fruits and vegetables in their neighborhood,<sup>29</sup> walk safely to and from school and work,<sup>29</sup> graduate from school,<sup>57</sup> find



a job,<sup>58</sup> and live in a home free of pests and mold.<sup>31</sup> While public policies tend to affect whole populations, many health-promoting policies can and should be targeted where the need is greatest.

Health in All Policies can improve health equity by systematically changing how government makes decisions about policies, programs, and activities. For example, King County, WA, has changed how public investments that support health are prioritized.

“We took a pretty serious look at how parks, trails, and open space are allocated across the county. When our Department of Natural Resources and Parks looked at how to allocate new projects, they really tried to put projects on an earlier timeline that were in areas where there are large communities of color or people of lower incomes and a deficit of these resources. We’re trying to create more equity in the distribution of those resources.”<sup>39</sup>



## Health in All Policies can be a vehicle for improving government efficiency.

Coordinating government efforts can create efficiency and improve public agencies' relationships with the community. After adopting a Health in All Policies approach, Riverside County, CA, was able to streamline their services.

“When we used to approach a city department in our county or an organization in the community, we would often learn that three or four different programs from county government had already visited them. This was driving those groups crazy because we'd send a nutrition person first. Then we'd send an injury prevention person. Then I'd send the planner. So now we go as a group, and they get all of us at the same time.”<sup>54</sup>

## A Health in All Policies approach can improve the economic well-being of a community.

Healthier workers are more productive, have fewer sick days, and have decreased health care costs.<sup>32</sup> Similarly, healthier students learn better and are more likely to graduate school.<sup>33</sup> And healthy older adults live longer and require substantially less health care.<sup>34</sup>

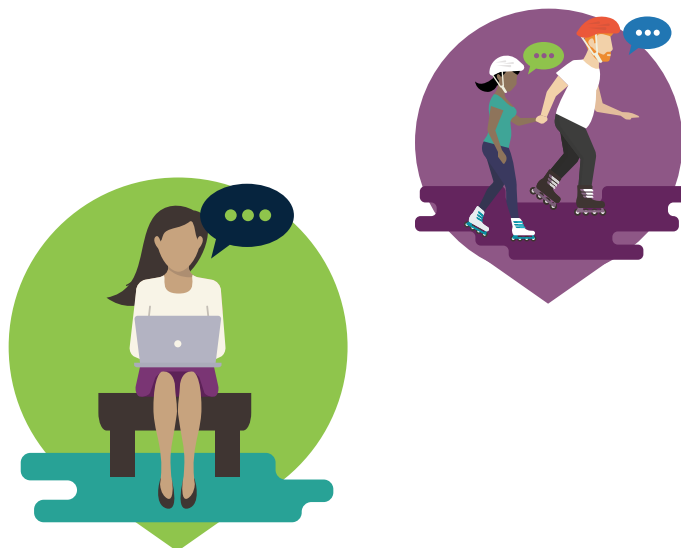
Policies that make the community healthier have seen significant return on investment by reducing health care costs,<sup>35</sup> creating jobs,<sup>36</sup> and increasing tax revenue.<sup>37</sup> Researchers have suggested that more than 50 percent of economic growth in the U.S. during the 20th century was the result of improvements in population health.<sup>38</sup> In just the area of obesity prevention, for every one dollar invested in obesity prevention, there is a return of an estimated \$5.60.<sup>35</sup>

“A healthy community is not just a feel-good thing; it impacts economic development and fiscal health.”<sup>64</sup>

Mayor Chip Johnson

## A policy formalizing Health in All Policies can sustain success over the long term.

While there are many ways to achieve Health in All Policies, adopting a community-wide policy can solidify a jurisdiction's commitment to the initiative. A formal policy requires government agencies to collaborate and helps them be full partners in creating healthier communities. A policy can also ensure that support for the initiative is sustained over the long term, and that early victories build toward lasting success. By ensuring participation in the initiative continues even after leaders and staff leave, an official policy can make health an enduring part of every department's agenda.



# How do we implement a policy that formalizes Health in All Policies?



Health in All Policies may look different in different communities,<sup>1,18</sup> but after interviewing a dozen communities and reviewing policies used to guide such initiatives, ChangeLab Solutions identified five key strategies that are needed when implementing a strong policy formalizing Health in All Policies.

This toolkit's [Model Health in All Policies Resolution, Ordinance, and General Plan Policies](#) all contain language that supports these five key strategies. However, the policies' language does not address every aspect of implementing a Health in All Policies initiative.

For example, the policy language does not specifically address galvanizing support for Health in All Policies, because that cannot be legislated. But the importance of attaining definitive support from senior-level government leaders cannot be overstated.<sup>1</sup> Before a policy is adopted, and even as it is implemented, proponents of Health in All Policies will need to continue to educate leadership to build and maintain buy-in. Proponents will also need to consider how momentum will be maintained after the initial champions' own departures.

The following guidance is culled from communities that are putting this work into practice. These tips and lessons learned are applicable to any community considering or adopting a policy to support Health in All Policies.

## THE 5 KEY STRATEGIES INCLUDE:

**1**  
**Convene  
& Collaborate**



**2**  
**Engage  
& Envision**



**3**  
**Make  
a Plan**



**4**  
**Invest in  
Change**



**5**  
**Track  
Progress**



# 1 Convene & Collaborate



Relationship building is central to Health in All Policies. Cultivating partnerships across agencies ensures efforts can be coordinated and helps create buy-in for integrating health equity as a core value of every government agency. For this reason, each of ChangeLab Solutions' model policies establishes, or encourages participation in, a Health in All Policies task force. Both the Model Health in All Policies Resolution and Ordinance require the establishment of a Health in All Policies task force to identify and pursue opportunities to improve health. The model general plan language tasks the planning department with developing and participating in channels that facilitate cross-department collaboration, including interdepartmental task forces as well as formal and ad-hoc working groups.

## Who should participate in a Health in All Policies task force?

Because top-level buy-in is critical to the success of a Health in All Policies initiative, most local communities make sure the Health in All Policies task force involves the head executive from each

participating agency or department. The agencies or departments that participate in the task force will vary from community to community. Below are examples of departments and agencies that communities may want to consider including in their Health in All Policies task force:

- ✓ Community/Economic Development
- ✓ Finance
- ✓ Parks and Recreation
- ✓ Planning
- ✓ Environment
- ✓ Housing
- ✓ Human Services
- ✓ Public Health
- ✓ Public Works
- ✓ Small Business
- ✓ Public Safety
- ✓ Transportation

All three model policies can be tailored to highlight locally-relevant agencies and departments.







## How do you establish a task force?

Even when a policy requires agency leads to work together, those leaders may still need help recognizing how the work of each department can support Health in All Policies. Here are a few implementation strategies communities have used when convening their Health in All Policies task force.

### Identify a lead agency or office

Both the Model Health in All Policies Resolution and Ordinance call for the identification of a lead agency to oversee the initiative. Some communities, such as Monterey, CA and Denver, CO, have established a new office specifically to carry out this function. Staff from the new office are tasked with meeting with different agencies, departments, and offices to develop relationships and educate partners about the initiative.

“Although most agencies’ participation in Health in All Policies is unfunded, critical to [their] success has been funded staff (housed in the Department of Public Health) that convenes meetings, facilitates cross-agency interactions, generates written products, and maintains documents, protocols, and institutional memory. Health in All Policies-dedicated staff also ensures process accountability: Health in All Policies is their main job, not an add-on.”<sup>18</sup>

Not every community will need a Health in All Policies office. In fact, King County, WA, deliberately chose not to start by establishing an office, because they wanted equity to be integrated into everyone’s work.



“Taking that very integrated approach required us to be very intentional about our equity work in order to maintain focus and accountability.”<sup>39</sup>

### Be strategic when establishing a lead Health in All Policies agency

When a jurisdiction first identifies a lead agency to convene and support the task force, it should ensure that the lead has the authority to carry out the tasks identified in authorizing legislation (such as, requiring agencies to report on progress toward health equity goals). This often means naming a cabinet-level agency, such as a mayor’s or city manager’s office, to head the task force.

“An earlier version of the initiative was not a cabinet-level agency and therefore could not deal with the other agencies as peers. Because the city wanted sustainability to be the basic operating approach of every city agency, rather than a standalone program that’s not really related to the day-to-day work of the agencies, the city created a cabinet-level Office of Sustainability that teaches sustainability theory and practice to all of the other agencies.”<sup>40</sup>

**Determine whether there is an existing interagency group that meets regularly and is able and eager to implement the Health in All Policies initiative; if no group exists, create a new one**

Many communities have existing multi-agency task forces that may be tackling any number of community issues, such as teen pregnancy, juvenile justice, aging populations, obesity, and chronic disease prevention. The model policies included in this toolkit are designed to create an interagency task force with a broad scope and representation from all agencies. The Health in All Policies task force should coordinate with any existing multi-agency task forces. Some communities may find they can expand an existing task force to take on Health in All Policies; however, there may be structural or other reasons why creating a new group makes more sense.

“The ordinance requires that we establish an interagency team that includes every government agency in order to learn from each other, share ideas, help to develop best practices, and then find some common areas of work across the county. When we implemented that team, we realized it was the only team in county government that actually included every agency.”<sup>39</sup>

**Frame the initiative in a way that resonates with all departments so each will see the initiative as core to their work**

Every Health in All Policies initiative needs to be framed around issues that all the agencies involved consider important. The initiative's objectives must reflect their core values. Because there is sometimes a perception that health departments and health care providers are the only groups responsible for health, many

**Frames Matter: Equity, Sustainability and Health**

When thinking about how to frame an initiative, it's important to consider not only what is politically palatable but also what you hope to achieve. For example, sustainability doesn't always address health. A health-focused initiative does not always address sustainability. And, both of these frames don't always tackle equity. The model policies in this toolkit use a health equity frame, because health equity addresses sustainability, health, and equity. For more information about why sustainability is a health equity issue, see [Health in All Policies: A Guide for State and Local Governments](#).

communities have chosen to frame their initiative in more inclusive ways, using frameworks like equity, sustainability, or wellness. This approach helps every agency see improving health as their responsibility.

“Our collaboration is focused on health equity, and has been framed as, ‘This is work that city staff is already doing or has a responsibility to accomplish.’ This allows us to ask questions such as, ‘Where are opportunities for us to collaborate more frequently, how can we achieve greater outcomes for the community, and how can we make our day-to-day work a little easier?’ It has not been perceived or pitched as, ‘Oh, there's this whole new work.’”<sup>41</sup>

**Focus on relationship building**

It will take time to build relationships across sectors. Every collaboration requires trust among the departments involved, and people need to see how working together can benefit them. Spending time on relationship building from the outset is important to get people excited about the initiative and to help them stay motivated when challenges arise.<sup>1</sup>



“The glue that has kept us going is the relationship building exercises we’ve embedded into every meeting we’ve had. To this day, we begin every meeting with a relationship building exercise, which sets a tone for very genuine conversations among directors of departments and agencies that I’m not so sure would have been in these meetings a year and a half ago.”<sup>42</sup>

#### **Assess each task force member’s understanding of how the environment affects health and what Health in All Policies means**

Task force members may already instinctively understand how the environment affects health. They may also already have a basic understanding of what Health in All Policies means, especially if the community has organized around health issues prior to adopting a formal policy. Lead staff should assess where Health in All Policies task force members are in their understanding of the framework, and tailor materials and trainings appropriately. This assessment can be done very informally, in a way that starts to foster relationships and a shared understanding of how policies affect health.

“At the first meeting...Task Force members were asked: ‘When you hear the term ‘healthy community,’ and you think about the health of yourself and your family and kids, what comes to mind?’ The responses demonstrated that the task force members intuitively understood that health happens in schools, neighborhoods, and workplaces, and that environments shape their own health behaviors.”<sup>1</sup>

#### **Educate other sectors about Health in All Policies**

Whatever the focus of the Health in All Policies initiative, staff across all agencies may require training on the relevant issues. They are going to need to know, at minimum, the following:

1. What the initiative is;
2. Why it is important to the community;
3. How it affects their work;
4. How their work affects the initiative; and
5. Why making changes will benefit them and the broader community.

“We realized right away that we couldn’t engage people just because we wrote it in our strategic plan. We had to do some education around Health in All Policies. We had to educate people on what Health in All Policies means to their particular area of concern and how it could be a benefit to them to work more intentionally together.”<sup>42</sup>

#### **Be prepared to address any pushback from departments that don’t readily see the initiative as relevant to their work**

Even with support from city or county leadership, collaborating can be a challenge. For example, if there is a lead department, other departments may feel that the lead is taking over. Address these concerns by meeting with leadership early and frequently. Case in point: When the Baltimore City Health Department began working on Health in All Policies, another city agency initially thought the health department was duplicating efforts. However, after leadership from both departments met, they were able to come to a shared understanding of why working together was valuable.





“By coordinating our efforts, we are able to connect their program with some of the programs that they didn’t know we had. I think that was a light bulb moment, and it helped them realize, ‘Okay, they are not taking over our programming in this area. There’s really some benefit for us working together. We can reach more people.’”<sup>43</sup>

### Look for win-win strategies

When convening a Health in All Policies task force, it is critical to find win-win strategies. Effective Health in All Policies initiatives provide mutual benefits to everyone involved, and collaborations that bring together multiple agencies can solve a community’s priority problems. Finding and capitalizing on opportunities to advance a diverse set of priorities and objectives can strengthen relationships between partners.<sup>44</sup>

“A lot of people’s concerns involve multiple city departments. We are able to get city staff representatives from different departments to sit together to come up with responses and strategies to deal with multiple opportunities and challenges that come up, from something as simple as, ‘My street is messed up,’ to maybe, ‘How do I approach the school district or the county for something?’ or, ‘I have a big park project.’ It’s easier to be responsive when there are people from different departments to look at the same problem.”<sup>45</sup>

### Be strategic about what’s “mandatory”

Every Health in All Policies task force meeting does not necessarily need to involve every agency. Meetings can be flexible based on the meeting’s agenda topics and the needs of the participating



individuals. To make this work effectively, there must be buy-in from leadership, so that leaders recognize the importance of attending meetings.

“What has been really important about this initiative is that it’s something the city manager and the community has indicated is a priority, but it’s not something that has been framed as mandatory work. Depending on the subject area the group is working on at any given time, the group ebbs and flows. So, for example, sometimes it’ll be really important for someone from finance to participate. Other times it’ll be really important to have the library and their staff participate. The biggest thing is to build stronger bridges with the departments that you’re already working with.”<sup>45</sup>

If something does come up during a meeting that may require the input of an agency that is not in attendance, the task force should reach out to that agency after the meeting.



“When an agency doesn’t attend a meeting and something comes up that is relevant to their agency, I’m coming to them. For example, one of departments doesn’t come regularly. However, we’ve worked with them on numerous strategies around tobacco control.”<sup>46</sup>

**Use the interagency task force to hold different departments accountable to the initiative**

A recurring theme among Health in All Policies initiatives is that team meetings can create healthy competition between agencies. The Health in All Policies task force provides a venue for each agency to showcase what they are doing to achieve the policy’s goals.

“You do need a real accountability mechanism. Part of that is through our interagency team. Just simply having everybody around the table and being required to come to meetings, submit their commitments and talk about the work that they’re doing has created a spirit of friendly competition between our agencies. If people aren’t stepping up to the plate, they’re being held accountable by the other agencies at the table.”<sup>39</sup>

Have each department make a commitment to the initiative. The task force can then review those commitments to identify areas where it makes sense to collaborate.



## 2 Engage & Envision



Everyone – community members, community-based organizations, anchor institutions like hospitals and universities, faith-based organizations, and businesses – has a role to play in building healthier communities. Successful Health in All Policies initiatives engage community members and partner organizations to solicit their input, develop a vision of a healthy community, and identify and prioritize changes to policies and practices. The very process of engaging the community directs the Health in All Policies initiative and helps garner support for next steps.

In recognition of this, all three model policies include language that encourages or requires community engagement in the creation of a vision of a healthier community. For example, the Model Health in All Policies General Plan Language tasks the planning department with proactively and meaningfully engaging community residents in planning and development processes using culturally appropriate and accessible channels.

The Model Health in All Policies Resolution states that the task force will solicit broad input from residents as well as community-based and private sector organizations about how the community's policies, practices, and procedures could be improved to benefit health outcomes and reduce health inequities. The Model Health in All Policies Ordinance goes the furthest, requiring community engagement both for the development of the Health in All Policies plan (see [Make a Plan](#)) and when completing annual or biennial reports (see [Track Progress](#)).

Community engagement can be planned for in two primary phases: first, to inform the development of a Health in All Policies strategic plan, and second, to inform ongoing work over time. Advice and best practices for each phase are provided below.







## Engaging the community to inform the development of the initiative's strategic plan or report

Effective Health in All Policies initiatives engage the community in developing a strategic plan or report. These initiatives work with community members to do the following:

- Create a vision for a healthy, sustainable, and equitable community;
- Identify specific issues that are important to the community and cut across multiple sectors;
- Assess and prioritize data about existing health concerns and health inequities; and
- Collect input on the kinds of action steps that government agencies should take to improve the health of their community.

Below are just a few implementation strategies for engaging the community and working with residents to identify areas of health inequities, as well as priorities for improving health.

### Tap into existing public meetings to engage the community

If there are regularly scheduled public meetings that are attended by community members, start there. For example, many departments, agencies, and commissions frequently hold public meetings to solicit feedback from the community about proposed policies or to brainstorm ideas about future city or county actions. These meetings present opportunities to obtain input from key stakeholders about the community's major health concerns and provide a focus for the Health in All Policies initiative.

Communities can also apply a Health in All Policies approach to existing meetings. For example, different agencies' regularly scheduled meetings could be held jointly, or representatives from other agencies could attend scheduled meetings of different agencies. Taking this approach enables staff from multiple agencies to hear community members' concerns, which in turn facilitates cross-collaboration between agencies.

### Look for different ways to solicit input from the community

In addition to soliciting input at formal public meetings in government buildings, it is also important to go to the places where people are. Solicit input by holding focus groups, conducting surveys in person or electronically, interviewing key stakeholders, and hosting town hall meetings throughout the community.<sup>47</sup> Consider collecting feedback at schools, faith-based organizations, shopping centers, parks, salons, or at community events like farmers' markets and festivals. St. Paul, MN, even has a "Pop-Up Meeting" truck that visits various events and areas throughout the city to solicit feedback on community priorities.<sup>48</sup>

Health in All Policies task forces may also want to consider strategies like conducting interviews with specific community leaders and stakeholders.<sup>1</sup>

“Be open to having meetings not just here at city hall, but at other places like school sites and churches. Hold meetings with small groups, meetings with big groups, meetings in different languages. A lot of how we've done community engagement has been by being accessible to people's questions and concerns. People want to be involved from the beginning – not just when there's already a final version of our strategies.”<sup>45</sup>



### **Gather input that represents the full community**

A robust community engagement process will strive to reach as many people as possible, including neighborhoods most affected by inequities and people and groups whose voices are traditionally missing from public policy debates. The model general plan language provides specific suggestions for accomplishing this, including providing translation services, providing child care, holding meetings at a variety of venues throughout the community, and using participatory facilitation techniques.

One way to reaching the full community is to ensure that all geographic areas of a community are represented in the process.

“We actually visited all of our neighborhoods – there are about 27 or 28 – to engage residents in prioritizing and helping to identify or recommend solutions to address their top concerns.”<sup>43</sup>

In addition to geographic diversity, special populations or groups may need to be targeted to achieve an equitable engagement process.

“The process of developing our strategic plan included engagement with the public, and we took an equity lens to this as well. We intentionally sought to engage with lower-income communities, communities who had limited English proficiency, and communities of color.”<sup>39</sup>



### **Use existing data to inform efforts, and consider collecting your own data**

Before adopting a Health in All Policies ordinance, resolution, or general plan language, many jurisdictions will need to complete a baseline health assessment of the community. Baseline information will help a jurisdiction identify health inequities and set priorities for improving health. If an assessment already exists, the jurisdiction can refer to that data. For example, local health departments and nonprofit hospitals can provide or help identify baseline assessment data. Most health departments routinely collect a range of health data, and more than two-thirds of local health departments have conducted a Community Health Needs Assessment within the last five years.<sup>49</sup> Nonprofit hospitals are also required to conduct a Community Health Needs Assessment every three years.<sup>50</sup>



Additional data may be available from public data sets, such as [County Health Rankings](#), [Community Health Status Indicators](#), [Behavioral Risk Factor Surveillance System](#), [Environmental Public Health Tracking](#), and [American FactFinder](#).

However, even if a community has already conducted such an assessment, they may need to collect additional data. For example, it may be useful to conduct walking assessments,<sup>51</sup> or create maps identifying where resources, like parks and grocery stores, are located.<sup>52</sup> Other relevant local data may be gleaned from general plans, strategic plans, government budgets, or annual reports from individual departments like the police department or code enforcement.

The Health in All Policies task force should encourage community members to participate in the collection of local data. They should also share data collected from national databases or existing needs assessments with community members in an understandable and accessible format. This will ensure that community members have the opportunity to prioritize health concerns identified in data, as well as the action steps needed to address these health concerns. Both data collection and community engagement should lead to the creation of a shared vision for a healthy community.

### Encourage the use of innovative techniques to ensure ongoing community feedback

The Model Health in All Policies Ordinance includes language requiring the Health in All Policies task force to involve the community in the development of annual or biennial reports (see [Track Progress](#)). However, many communities take an even more robust approach. Continued community engagement can increase transparency and support from the community. This kind of engagement ultimately improves government policies, programs, and services.

“It’s important that we have city staff that interact with the community in an ongoing way, not just on a specific initiative.”<sup>45</sup>

Communities may wish to use the following strategies to ensure that multiple perspectives are considered and reflected in an initiative.





### Consider establishing a community advisory council

Because going into the community to solicit resident feedback can be a large undertaking that is not feasible for every issue that arises, some communities establish ongoing community advisory councils. These groups usually include representatives from relevant local constituencies, including residents, faith-based organizations, neighborhood groups, business groups, youth organizations, or other community based organizations.

“We created our own advisory council, which includes folks mainly from the public and NGOs (non-governmental organizations). They meet monthly to advise our program.”<sup>40</sup>

### Determine whether you need multiple advisory bodies

In large counties with several towns, it can be difficult to convene a single group, and it may be necessary to convene more than one.

“We discovered with our county that it is very difficult to engage a group of cross-sectoral representatives on topics such as land use when you have regional differences within the county. The land use issues inland, for example, may be very different from the land use issues that the Coastal Region shares. We quickly realized that we needed to regionalize our approach.”<sup>42</sup>

### Use surveys to evaluate how your initiative is going

Surveys can be used to assess progress both inside and outside of government. Some communities rely on employee surveys to track progress and get a sense of staff members' familiarity with specific issues. Other communities have updated their resident surveys to include health questions.

“Every two years, the city does a city survey. As a part of our system changes, we now also include questions on self-rated health and how city services impact health.”<sup>45</sup>



### 3 Make a Plan



Both the model resolution and the model ordinance direct the Health in All Policies task force to create a report or a strategic plan. This plan should incorporate feedback collected during the Engage & Envision process, and establish goals and actions for the initiative. For example, the plan may call for revising or adopting new policies, or developing specific tools, such as check lists for analyzing budgets or policies with a health equity lens.

Below are some of the implementation strategies communities have used when developing a Health in All Policies strategic plan or report.

#### **Include a summary of information collected during the envisioning process**

During the Engage and Envision process, the Health in All Policies task force asks residents what their vision is for a healthy community, what they want their government to focus on to create a healthy community, and what the collected data reveals about the health of their community. This information should be summarized in the plan, and the action steps outlined in the plan should reflect this information.

#### **Identify policies and actions that, when taken together, can improve health**

Government agencies do many things. They collect data; provide services; educate the general population on a range of topics; function as a major local employer; regulate and enforce existing laws; and fund projects and activities.<sup>1</sup> These actions can almost always be better coordinated to improve health.

In deciding what kinds of policies, programs, and actions to include in a strategic plan, it may be important to identify low-hanging fruit, or priorities that agencies can easily agree on and address. For example, if a community does not have a tobacco free policy, it might be fairly easy for each agency to agree to go tobacco free. Similarly, if access to healthy foods is an issue, agencies may readily agree to host farmers' markets or urban agriculture sites on their own properties.

Coordination can also be very practical. For example, Denver has created a single card to allow residents access to libraries, public recreation facilities, and public transportation.<sup>53</sup>





Ultimately, though, a Health in All Policies task force should look for larger strategies that can be coordinated to improve health. Here are several examples of policies that can be coordinated to improve health equity:

- The transportation department, planning department, public health department, law enforcement, and school board can coordinate programs and adopt policies that encourage kids to safely walk, bike, and roll to school (e.g., Safe Routes to School). For policy option ideas, visit [Safe Routes to School National Center](#) and ChangeLab Solutions' [Safe Routes to School](#) website.
- Code enforcement, social services, public health, housing, and the fire and police departments can work collaboratively to protect residents from substandard housing conditions, such as mold, exposed wires, or cracks in the foundation. For ideas, see ChangeLab Solutions' [Up to Code: Code Enforcement Strategies for Healthy Housing](#) and [Healthy Housing through Proactive Rental Inspection](#).
- The social services department and the police department can coordinate with the local health, mental health, and child resource systems to support individuals exposed to violence or other traumatic experiences and who need support. For more information, visit the [National Child Traumatic Stress Network for creating trauma-informed systems](#).

Developing recommendations that will improve health equity can be challenging. The Health in All Policies task force will need to decide what criteria and decision-making approach they will use to prioritize and finalize their list of recommendations.



For example, after collecting input statewide, the California Health in All Policies Task Force received more than 1,200 ideas for how government agencies could work together to improve health. The task force developed initial criteria for narrowing the list of recommendations, and asked health experts review the suggestions. The task force then spent several meetings finalizing a list that everyone on the team felt comfortable with.<sup>1</sup>

### **Determine how you will track progress**

The plan should identify how the team will track progress (for example, in an annual or biennial report) and how it will disseminate information about progress that has been made. (See [Track Progress](#).)

### **If possible, include goals and objectives that are quantifiable so you can measure success**

Developing and including measureable goals and objectives can be a large undertaking. In some instances, Health in All Policies teams have not included goals and objectives in their initial report. They have instead worked with individual





departments and agencies to encourage these groups to take a Health in All Policies approach when developing their annual agency goals. In other instances, Health in All Policies teams have incorporated measurable goals and objectives into later reports.

That said, a powerful way to ensure goals and objectives are pointed toward action is to include quantifiable targets against which progress can be measured. These goals can be both practical and aspirational. In either case, it is important to use goals strategically. For example, even the most effective interventions for reducing cancer rates and cancer-related disparities usually take more than 20 years to see statistically significant drops in cancer morbidity and mortality rates. Additionally, tracking these kinds of statistics is a labor-intensive process.

Instead, communities should consider tracking progress using achievable and measurable goals. To use the example above, one achievable goal might be to make all government-owned property completely tobacco free in three years. Another feasible, and trackable, goal might be to increase the number of parks, recreational areas, sidewalks, bike lanes, and street lighting by 10 percent in low-income areas where there is limited access to green and recreational spaces.

People often talk about an achievement as an overall number (e.g., "It was the same as taking 856 cars off the road" or "That's enough energy to power 32 homes for a year."<sup>40</sup>) However, these statistics are not very meaningful without information about the total number of cars on the road or homes in a community. Therefore, communities like Denver have made sure they select goals that will move the needle on key indicators.



“There was an award-winning residential energy program that often said something like, ‘We saved 13 million kilowatt hours this year from our efforts.’ That sounds like a really big number. But, when we asked, ‘What percentage of the total electricity in Denver is that?’ we found that that was less than 0.2 percent of all electricity in Denver. Under our 2020 goal, we have to achieve efficiency gains of 2.4 percent per year. So, that was less than one-tenth of what we needed for our goal. You really need to consider the size of the impact you want achieve.”<sup>40</sup>



**Work with all members of the Health in All Policies task force to develop guidance that each agency can use when deciding which strategies to implement**

A strategic plan should be broad and flexible, but it should also provide meaningful guidance to help each department determine what they need to do to support the overall goals and objectives of the Health in All Policies Initiative.

“Every year, we have asked every agency to establish a set of commitments that they will make toward equity and social justice. A lot of those are things that really, truly do live within a single agency and relate to a single agency’s work. For example, our department of transportation, which includes our metro transit bus service, made it one of their priorities to reflect equity in the development of a new strategic plan for how we allocate transit service across the county. They made a very strong commitment to include equity as one of the factors that would determine the allocation of service. So when the County adopted their strategic plan for transit services, it included three factors through which they would allocate transit service: (1) productivity of the service, (2) geographic equity, and (3) social equity.”<sup>39</sup>

**Decide how to format the strategic plan or report for your community, given time, financial, and political constraints**

Not every community relies on a complex strategic plan. Denver officials have simplified their plan to focus on 12 resources they identified as being critical for sustainability (e.g., air quality, climate, food, health, housing). The city has developed two goals for each resource: a government operations goal and a community goal.

“We don’t have a formal strategic plan, but we do have 2020 goals. Each goal is ambitious, quantifiable, and one sentence long. There is a coordinating agency for each goal that is responsible for developing sets of strategies that collectively show how we get from our current programs, which are not sufficient to meet the goals, to a set of actions that will get us to those goals. We’ve also sent a message to all of our coordinating agencies explaining that as they develop their new strategies, we expect them to involve outside stakeholders.”<sup>40</sup>

Instead of developing a whole new plan from scratch, it may be appropriate to review and update existing Community Health Improvement Plans, which many local health departments and hospitals are completing in order to become accredited or meet Internal Revenue Service requirements. For example, Chicago leveraged their health department’s strategic planning document, “Healthy Chicago,” adding additional health improvement strategies that weren’t in the original plan, and that involved other agencies.<sup>46</sup>



## 4 Invest in Change



Investing in change means thinking creatively – looking for ways to save, repurpose, combine, and attract new resources. All three Health in All Policies models include language requiring some combination of training for staff, identifying funding for the initiative, and developing tools to apply a health equity lens analysis to policies, practices, and programs. Communities that are adopting our model policies may also wish to consider other strategies (see [Taking Health in All Policies to the next level](#)).

Implementing Health in All Policies does require resources, because it involves shifting how government agencies do business. But, as many communities have demonstrated, there are plenty of creative ways to invest in Health in All Policies that are not resource intensive.

### **Allocate staff time to the Health in All Policies initiative**

Even in an era of budget shortfalls, many communities have made significant strides in advancing their Health in All Policies initiatives by using in-kind resources. This could be as simple as having people attend meetings, or giving staff flexibility in their schedules to network with staff from other agencies.

### **Seek out funding from foundations, investors, as well as state and federal agencies**

Communities have used funding from various sources to support their Health in All Policies initiatives, including philanthropic funding, government grants, and funding available through unique opportunities like the Affordable Care Act.







### **Spend existing funds in a smarter, more efficient way**

Money, or lack of it, is always a challenge for communities. However, agencies can work together to leverage the resources they have to effect change. It just requires a little creativity.

“Nobody has money. We have people and resources, not money. But we can help other agencies doing a health fair. You have to have a big view and realize that while there’s no money to do this, there are a lot of groups that are doing similar work. If you all work together, you can actually make it all work.”<sup>54</sup>

“By collaborating and sharing resources with other agencies, such as housing, police, and various other agencies, we are making a full effort to address many of the points in Healthy Baltimore 2015.”<sup>43</sup>

This could include redirecting funds for the creation an office of Health in All Policies (see [Convene & Collaborate](#)).

“Funding has been reallocated for a realignment that created the office of health equity. We have the support and encouragement from management to go build relationships with other sectors.”<sup>42</sup>



### **Invest in capacity through training and hiring**

Both the model ordinance and general plan language state that communities should identify and implement changes in training and staffing for local government officials and employees.

#### **Train staff and tailor trainings to the local context**

These kinds of trainings can be done informally in regular meetings or more formally at professional development training workshops. Many communities have found it effective to put introductory videos online for government employees to access freely. They can also incorporate these trainings into new employee orientations.

“We began hearing from the staff, ‘Whoa! We don’t really understand this Health in All Policies work you’re doing everywhere out in the community. We’re hearing about it from all the partners that we’re working with. We want to be well versed.’ We realized we needed to create an internal opportunity for our staff to learn about Health in All Policies. Otherwise, we would risk the chance of being in misalignment, and we didn’t want that to happen. We were able to secure Human Resources’ support in this program, which is huge for us, because they also have staffing that we don’t.”<sup>42</sup>

If possible, tailor trainings to the local context by providing examples from the community. This can ensure the focus of the initiative isn’t an abstract concept, but rather something visible and tangible in the community the staff serves.



“We are doing some training internally to build the capacity of city staff to understand how health equity impacts the community in Richmond and how different government projects can impact health equity. We are including real life examples of how health equity impacts Richmond and Richmond residents in all of our trainings.”<sup>45</sup>

### **Encourage departments to hire staff with different kinds of expertise**

Hiring staff with different kinds of expertise can be a powerful way to work across sectors. These individuals can help facilitate communication between agencies. Additionally, through the very process of doing their job, they will share their expertise, which can help educate staff on how different agencies approach building healthy communities.

For these reasons, the model general plan language encourages planning departments to explore funding an interdepartmental staff position that bridges planning and health. However, any community adopting one of the three model policies can encourage this practice.

“We actually have, starting as a temporary employee, but now a full-time employee, an urban regional planner that works full-time in the Health Department, talking about planning and transportation with cities in these communities. He knows the planning people in the cities, and we can leverage that.”<sup>54</sup>



### **Invest in tools and technical assistance**

The ordinance and general plan language also require the development of tools to help government staff apply a health equity lens analysis to their work. The model general plan also encourages the development and use of tools that further ensure health is embedded in development, like healthy design guidelines and health impact assessments for large-scale developments.

### **Use health equity tools to analyze budgets, programs, and policies<sup>55</sup>**

Both the model resolution and ordinance require departments to report to the Health in All Policies task force on how their policies, practices, and procedures affect health outcomes. But communities can go even further. Denver encourages a “triple bottom line analysis” in city policy and program decisions, reviewing new proposals with an eye toward long-term economic, social, and environmental considerations.<sup>12</sup>

One of the most powerful tools local governments can leverage in a Health in All Policies initiative is their own budget. By requiring individual agencies to analyze how their budget will help advance health, equity, or sustainability, communities can ensure that community goals and public investments are aligned. Communities have had success with this approach, even in times of economic uncertainty.



“We have a fairly robust review of the budget. We take very seriously applying an equity lens to our annual budget process, which primarily focuses on changes to the budget. Every agency is applying an equity lens as they prepare their budget. We also do that at a countywide level through our Office of Performance Strategy and Budget. Then the council applies an equity lens in their review and adoption of the budget. This approach definitely influences funding, where there are proposed changes, though we have more work to do in looking at our base budgets.”<sup>39</sup>

Integrating health into decision-making doesn't occur overnight. It takes time and practice. Agency staff will require assistance. Sometimes this can be as simple as developing a new resource, like a checklist or review tool. For example, communities have developed budget review tools to assist departments with this process.

“One of the things that we've gotten better at each year is considering equity in our budget process. We have developed tools and equity questions that all departments, divisions, and programs have to answer when they are developing budgets, like 'What are the equity implications of your budget decision?' and 'How are they benefiting or adversely affecting communities of color, low-income populations, and limited English proficient populations?'

So, if you're saying that you're going to cut a program or enhance a program, you need to be able to explain how it affects the social determinants of health, which populations are going to be affected, and how.

Ideally, you need to show that your decisions are pro-equity, and there's going to be some positive outcomes among our populations of most concern. If there's not, and the population is going to be negatively affected, you need to be able to answer, 'What are you doing to mitigate some of the effects of those decisions?'"<sup>59</sup>

### **Provide individualized technical assistance to departments to help them strengthen their health equity approach<sup>55</sup>**

To integrate health into decision-making processes, departments are going to need to change how they operate. They will sometimes require assistance in the form of one-on-one meetings with or reviews from the Health in All Policies task force or specific departments.

“Our central budget staff, who have also become subject matter experts on equity, are really committed to working with each department to determine the areas for deeper review and analysis.”<sup>59</sup>







## Taking Health in All Policies to the next level

The following strategies have been used by communities to advance their Health in All Policies approach and can be incorporated into a plan or progress reports.

### Change your contracting system to reflect the goals of your initiative

Government agencies often contract with businesses for a range of services, such as stocking vending machines and purchasing office supplies; operating cafeterias; constructing new buildings or facilities; cleaning government properties; or providing training to staff. These contracts can be amended to support health. For example, vending machine and cafeteria contracts can stipulate what the nutritional content of food procured should be. Janitorial contracts can specify the kinds of products used to clean properties. New buildings can be required to use sustainable, environmentally sensitive design. In some instances, contracts have even been altered to require that employees be paid a living wage<sup>60</sup> or receive paid sick leave.<sup>61</sup>

“We also amended our contracting system so that sustainability is at the core of everything we do, from upgrades to our own buildings to purchasing food.”<sup>40</sup>

### Encourage the broader community to embrace Health in All Policies in their work

Health in All Policies encourages all sectors – such as the business, faith-based, and non-profit sectors – to adopt policies that promote health for their members, students or employees, as well as the broader community. For example, a faith-based organization may implement a



healthy events policy that encourages fresh fruits and vegetables to be served at sponsored events. A Boys and Girls Club might open up its property so that community members can use recreational equipment. A business may offer paid sick leave and living wages to its employees. While some of these policies can and have been regulated by government, the adoption of many of these policies are at the discretion of an individual organization and do not first require a federal, state or local law for an organization to adopt them.



Therefore, another way to invest in change is to educate businesses, health care systems, nonprofit organizations, the faith-based community, and the broader community about how individual organizations can adopt health promoting policies and practices. This is an approach that San Diego County's [Live Well San Diego](#) is taking through a website that provides tools and resources to help community organizations adopt healthy policies. Live Well San Diego also uses this platform to complement the policy changes they are making by educating community members about actions they can take individually to improve their health and well-being.

### **Integrate data systems**

It isn't easy to integrate data systems across departments, which may have vastly different technological systems. Legal barriers, such as restrictions on releasing health data, add additional obstacles. However, having shared access to data can be important for making decisions about how to allocate resources and improve health.<sup>55</sup> Check out [Data for Health: Learning What Works](#) for more ideas.



## 5 Track Progress



Tracking progress is a necessary step in a Health in All Policies initiative because it can help hold agencies accountable.<sup>55</sup> Evaluating the effectiveness of the initiative is also a powerful way to communicate success and create buy-in for continued work.

One of the most common ways to record progress is to release reports on a regular basis (e.g., annually or biennially). Depending on the achievements of the previous year or two, these reports may provide updates on the status of implementing strategies to achieve health equity targets included in the initiative's plan, where progress has been made, and if there are any new recommended changes to policies and practices.

However, not every community may be immediately ready to produce annual reports. For this reason, only the model ordinance explicitly requires an annual or biennial report. That said, communities are strongly encouraged to consider reporting on their progress. Here are a few practice tips to consider when tracking progress.

### **Measure success against the benchmarks and targets established in your initial plan**

Annual reports present an opportunity to promote the exciting work of a Health in All Policies initiative. These reports outline what the initiative has accomplished and identify areas where improvements have been made. Depending on available resources, annual reports can be simple program updates from the previous year, or they can be in-depth analyses of key indicators identified in a strategic plan. To measure success, the jurisdiction may need to collect data from individual departments or various community partners.

“In terms of reporting, we are using the same tools we used to quantify the baseline to go back and check to see whether we moved forward or backward on the goals.”<sup>40</sup>







However, as noted in [Make a Plan](#), any steps agencies take to improve health equity in the community will probably not show immediate, statistically significant changes in the first year or two. Therefore, the goals used to measure success should be appropriately tailored to focus on what government agencies can realistically achieve within the timeframe.

#### **Include updates from each participating department or agency**

To give credit to everyone involved, each participating department executive should report to other members of the Health in All Policies task force (either orally or in writing) their department's progress in meeting the benchmarks listed in the strategic plan. When feasible, the Health in All Policies task force should synthesize this information into a publicly shareable report. The report may also identify where more training may be necessary, what additional tools may be needed, and how to better coordinate activities across departments.

“The ordinance also requires that we create an annual report on our initiative. Part of the purpose of that report is to report on the work of county agencies. So it serves as an accountability mechanism for our work. Every agency has to report the commitments that they’ve made and what they’ve accomplished. It’s a very simple way to make sure that there’s attention by department and agency leadership on forwarding commitments and actually getting work done because they know they’re going have to report on it.”<sup>39</sup>

#### **Use annual or biennial reports to build relationships**

By showcasing the successes of each department, reports can also be a vehicle for building relationships and trust across departments.

“Nothing is more important than your relationships with other departments and organizations. You really have to nurture the relationship, and you have to promote the work of the other departments. If you look through our annual reports, you will see a lot of successes for other departments. And yes, we may have been part of that effort, but it’s framed as a transportation success or a planning success. It can’t be just about us.”<sup>46</sup>



# Resources

1



## Convene & Collaborate

[Collaboration Multiplier](#)  
Prevention Institute

[Collaborative Leadership](#)  
Community Tool Box

[Collective Impact](#)  
Stanford Social Innovation Review

4



## Invest in Change

[ChangeLab Solutions](#) has library of resources to help communities train staff about the impact of policies on health, identify policies like sample contracts, and look for funding opportunities.

[Environmental Health in All Policies Toolkit](#)  
The National Association of County and City Health Officials

[Health in All Policies](#)  
Association of State and Territorial Health Officials

2



## Engage & Envision

[Community Engagement Guide for Sustainable Communities](#)  
PolicyLink

[Community Engagement & Participation Checklist](#)  
PolicyLink

5



## Track Progress

[King County Equity and Social Justice Annual Report](#)  
King County

[Live Well San Diego Annual Report](#)  
Live Well San Diego

[Healthy Chicago](#)  
City of Chicago

[Healthy Riverside County Initiative](#)  
Riverside County

3



## Make a Plan

[Denver 2020 Sustainability Goals](#)  
Denver Office of Sustainability

[City of Richmond Health in All Policies Strategy 2013-2014](#)  
City of Richmond

[National Prevention Strategy](#)  
U.S. Department of Health & Human Services

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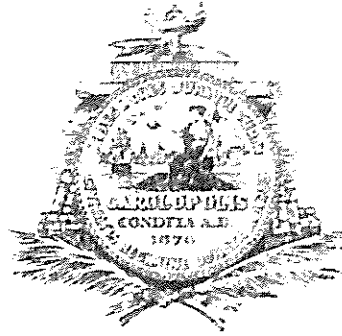
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**EXECUTIVE ORDER  
CONTINUING THE DECLARATION OF STATE OF EMERGENCY  
IN RESPONSE TO THE COVID-19 VIRUS OUTBREAK**

**WHEREAS**, in December 2019, an outbreak respiratory illness due to a novel coronavirus (COVID-19), was first identified in Wuhan City, Hubei Province, China, and has spread outside of China, across the world, including the United States; and,

**WHEREAS**, it is well recognized that COVID-19 presents a public health concern that requires extraordinary protective measures and vigilance; and,

**WHEREAS**, on January 23, 2020, the Center for Disease Control (“CDC”) activated its Emergency Response System to provide ongoing support for the response to COVID-19; and,

**WHEREAS**, on March 13, 2020, President Donald Trump declared a national emergency to assist with combating the coronavirus; and,

**WHEREAS**, on March 13, 2020, Governor Henry McMaster (the “Governor”) declared a state of emergency in South Carolina, Executive Order 2020-10, based on a determination that “COVID-19 poses an actual or imminent public health emergency”; and,

**WHEREAS**, on March 16, 2020, Mayor John J. Tecklenburg declared a local state of emergency in the City of Charleston; and,

**WHEREAS**, on March 16, 2020, City Council passed a temporary emergency ordinance (Ordinance No. 2020-038) to prohibit consumer price gouging on all commodities in the City of Charleston with limited exceptions; and,

**WHEREAS**, on March 16, 2020, City Council passed a temporary emergency ordinance (Ordinance No. 2020-040) suspending the requirements of Section 2-23(f) of the Code of the City of Charleston requiring the physical presence of Councilmembers at City Council meetings and committee meetings to permit participation by video conferencing or other virtual means to slow the spread of COVID-19; and,

**WHEREAS**, on March 17, 2020, the Governor issued Executive Order 2020-10, ordering and directing that any and all restaurants or other food-service establishments to suspend on-premises or dine-in consumption; and,

**WHEREAS**, on March 20, 2020, City Council passed a temporary emergency ordinance (Ordinance No. 2020-041) to temporarily suspend the accrual of the City's business license penalties, to suspend enforcement of the City's plastic bag ban, and to suspend the City's chauffer's license requirements; and,

**WHEREAS**, on March 21, 2020, the Governor issued Executive Order 2020-13, authorizing and directing law enforcement officers to prohibit or disburse any congregation or gathering of people, unless authorized or in their homes, in groups of three (3) or more people, if any such law enforcement official determines, in his or her discretion, that any such congregation or gathering of people poses, or could pose, a threat to public health; and,

**WHEREAS**, on March 24, 2020, City Council passed a temporary emergency ordinance, "Stay at Home Ordinance" (Ordinance No. 2020-042) which required individuals to stay in their homes and not travel or congregate in the streets of Charleston except for purposes of working at or conducting business with an essential business or engaging in individual outdoor recreational activities; and,

**WHEREAS**, on March 27, 2020, the Governor issued Executive Order 2020-14, directing that individuals who enter the State of South Carolina from an area with a substantial community spread of COVID-19 be required isolate or self-quarantine; and,

**WHEREAS**, on March 28, 2020, the Governor issued Executive Order 2020-15, declaring a separate and distinct state of emergency "due to the evolving nature and scope of the public health threat or other risks posed by COVID-19 and the actual, ongoing, and anticipated impacts associated with the same" and extending certain previous Executive Orders for the duration of the state of emergency; and,

**WHEREAS**, on March 30, 2020, the Governor issued Executive Order 2020-16, closing any and all public beach access points and public piers, docks, wharfs, boat ramps, and boat landings; and,

**WHEREAS**, on March 31, 2020, the Governor issued Executive Order 2020-17, closing or restricting access to certain non-essential businesses, venues, facilities, services, and activities; and,

**WHEREAS**, on April 1, 2020, City Council passed a second Stay at Home Ordinance (Ordinance No. 2020-048) which includes provisions contained in Governor McMaster's Executive Orders regarding dispersing of crowds (2020-13); quarantining of individuals from New York, New Jersey, and Connecticut (2020-14); closing of beaches and boat landings (2020-16); and closing of non-essential businesses (2020-17); and,

**WHEREAS**, on April 3, 2020, Governor Henry McMaster issued an Executive Order (2020-18) closing additional non-essential businesses; and,

**WHEREAS**, on April 6, 2020, Governor Henry McMaster, recognizing that public health officials had reported over 2,000 cases of COVID-19 in South Carolina, issued a Work or Home Executive Order (2020-21) which limited individuals from moving outside their homes except to engage in Essential Businesses; Essential Activities, and Critical Infrastructure Operations as defined in the Order; and,

**WHEREAS**, on April 6, 2020, City Council passed a temporary emergency ordinance (Ordinance No. 2020-042) to provide for temporary procedures for public hearings; and,

**WHEREAS**, on April 12, 2020, the Governor issued Executive Order 2020-23, recognizing that public health officials had reported over 3,319 confirmed cases of COVID-19 throughout South Carolina, and stating that “the extraordinary circumstances and conditions that necessitated” the Governor’s “prior emergency declarations have not subsided and have, in fact, evolved and expanded to present different and additional risks and dangers,” and explaining that the State “has transitioned from the investigation, reporting, and initiation phases of the COVID-19 pandemic to the acceleration phase”; and,

**WHEREAS**, in Executive Order 2020-23, the Governor declared a separate and distinct state of emergency based on a determination “that the accelerated spread of COVID-19 throughout the State poses an actual, ongoing, and evolving public health threat to the State of South Carolina, which now represents a new and distinct emergency and requires additional proactive action by the [State] and the implementation and enforcement of further extraordinary measures to slow the spread of COVID-19, minimize the strain on healthcare providers, and otherwise respond to and mitigate the expanding public health threat imposed by [the] emergency”; and,

**WHEREAS**, on April 16, 2020, the Governor issued Executive Order 2020-25, determining that “the ongoing, evolving, and accelerating public health threat imposed by COVID-19 requires additional proactive action by the [State] and the implementation, extension, or modification of additional extraordinary measures to cope with the existing or anticipated situation, to include mitigating the significant economic and other impacts and burdens on individuals, families and businesses,” while generally reopening public boat ramps or boat landings, as well as adjacent or associated public parking lots, for the purpose of launching and retrieving boats; and,

**WHEREAS**, on April 16, 2020, President Donald Trump issued guidelines entitled “Opening Up America Again,” describing criteria that state and local officials should satisfy before proceeding to a phased opening of the economy; and,

**WHEREAS**, on April 20, 2020, Governor McMaster issued an Executive Order (2020-28), reopening retail businesses previously determined to be non-essential including department stores, furniture stores, luggage stores, flower shops, book, craft and music shops subject to certain emergency rules and restrictions, including but not limited to an emergency maximum occupancy rate, social distancing practices, and compliance with certain sanitation guidelines and further ordered any local ordinance that conflicts with the Order is superseded; and,

**WHEREAS**, on April 22, 2020, City Council passed a temporary emergency ordinance (Ordinance No. 2020-052) to decrease the potential likelihood of exposure to COVID-19 in retail establishments opened by Governor McMaster’s Executive Order 2020-28; and,



**WHEREAS**, on April 27, 2020, Governor McMaster issued an Executive Order (2020-29) declaring a fourth (4<sup>th</sup>) State of Emergency in order to prepare for and respond to the ongoing and evolving public health threat posed by the COVID-19 pandemic, to mitigate the significant impacts associated with the same, and to extend certain Executive Orders related to the pandemic; and,

**WHEREAS**, on April 30, 2020, City Council passed a temporary emergency ordinance (Ordinance No. 2020 -56) to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending the Design Review District Section 54-268.c to allow affordable housing developments to be approved by the Administrative Officer; and,

**WHEREAS**, on May 1, 2020, by Executive Order No. 2020-30, the Governor rescinded Executive Order Nos. 2020-14 and 2020-19 which had imposed mandatory self-quarantine and lodging and travel restrictions for individuals entering South Carolina from high-risk areas; and,

**WHEREAS**, on May 3, 2020, Governor McMaster issued an Executive Order (2020-31) modifying his home or work order to urge any and all residents and visitors of the State of South Carolina to limit social interaction, practice “social distancing” in accordance with CDC guidance, and take every possible precaution to avoid potential exposure to, and to slow the spread of, COVID-19, and further encourage residents and visitors of the State of South Carolina to limit their movements outside of their home, place of residence, or current place of abode; and to authorize restaurants to provide outdoor customer dining services in addition to previously authorized services for off-premises consumption; and,

**WHEREAS**, as of May 8, 2020, the total number of persons infected with COVID-19 in South Carolina was 7,367, with 320 deaths; including 481 cases in Charleston County with 9 deaths and 191 cases in Berkeley County with 14 deaths; and,

**WHEREAS**, on May 8, 2020, Governor McMaster issued an Executive Order (2020-34) which modified prior orders to authorize restaurants to provide services for limited indoor, on-premises customer dining, effective May 11, 2020, in addition to previously authorized services for off-premises consumption and outdoor customer dining; and,

**WHEREAS**, on May 12, 2020, Governor McMaster issued an Executive Order (2020-35) declaring an additional fifth (5<sup>th</sup>) State of Emergency in order to prepare for and respond to the ongoing and evolving public health threat posed by the COVID-19 pandemic, to mitigate the significant impacts associated with the same, and to extend certain Executive Orders related to the pandemic; and,

**WHEREAS**, on May 12, 2020, Mayor John J. Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until May 31, 2020; and,

**WHEREAS**, on May 12, 2020, City Council passed three temporary emergency ordinances that extended certain temporary emergency ordinances and repealed certain temporary emergency ordinances (Ordinance No. 2020-059); authorized outdoor dining on new and additional areas (Ordinance No. 2020-060); and urged citizens and tourists to stay at home (Ordinance No. 2020-061); and,

**WHEREAS**, on May 15, 2020, Governor McMaster issued an Executive Order (2020-36) authorizing certain businesses, venues, facilities, services, and activities, including fitness centers, barber shops, and hair salons, previously deemed “non-essential” and previously directed to close, to re-open for access and use by the public, effective May 18, 2020; and,

**WHEREAS**, on May 21, 2020, Governor McMaster issued an Executive Order (2020-37) allowing additional businesses, venues, facilities, services, and activities, including tourist attractions, indoor children’s play areas, and recreational and athletic facilities and activities, previously deemed “non-essential” and previously directed to close, to re-open for access and use by the public, effective May 22, 2020; and,

**WHEREAS**, on May 27, Governor McMaster issued an Executive Order (2020-38) declaring an additional sixth (6<sup>th</sup>) State of Emergency, extending the State of Emergency to control the spread of COVID-19 and lessen its impacts on portions of the State’s population; and,

**WHEREAS**, on May 28, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until June 30, 2020; and,

**WHEREAS**, on May 28, 2020, City Council passed an emergency ordinance extending certain emergency ordinances until June 30, 2020 (Ordinance No. 2020-068); and also amending the emergency ordinance on decreasing the risk of exposure to COVID-19 in retail businesses (Ordinance No. 2020-069) and replacing the stay at home ordinance with a new stay at home ordinance (Ordinance No. 2020-070); and,

**WHEREAS**, on June 11, 2020, Governor McMaster issued an Executive Order (2020-40) declaring an additional seventh (7<sup>th</sup>) state of emergency, extending the State of Emergency to authorize the continued use of extraordinary measure to meet the threat of COVID-19 and “the evolving nature and scope of this public health emergency....”; and further modifying prior orders relating to organized events or public gatherings on state or local government property and to retail stores required to follow certain emergency rules and restrictions; and further permitting previously deemed “non-essential” businesses operating as bowling alleys to re-open for access and use by the public; and,

**WHEREAS**, since the first state of emergency declared in our City on March 16, 2020, our citizens have made many sacrifices in their daily lives and it appears those efforts may have helped to flatten the curve in our city; and further, the emergency ordinances adopted by City Council in response to COVID-19 are aggressive steps that have significantly enhanced our efforts to mitigate the threat of exposure to COVID-19; and,

**WHEREAS**, despite these actions, new cases and deaths due to COVID-19 are continuing to occur in South Carolina, and medical and scientific information predicts that this public health crisis is expected to continue for some time; and,

**WHEREAS**, as of June 17, 2020, the total number of cases infected with COVID-19 in South Carolina is 19,990 with 607 deaths, including 1,230 cases in Charleston County with 16 deaths and 427 cases in Berkeley County with 19 deaths; and,

**WHEREAS**, on June 17, 2020, Governor McMaster issued an Executive Order (2020-40) declaring an additional seventh (7<sup>th</sup>) state of emergency; and,

**WHEREAS**, on June 25, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until July 15, 2020; and,

**WHEREAS**, on June 25, 2020, City Council passed an emergency ordinance (Ordinance No. 2020-083), temporarily suspending the accrual of the City's business license late fees; an emergency ordinance (Ordinance No. 2020-084), requiring persons to wear face coverings in certain circumstances in the city of Charleston to reduce the risk of exposure to COVID-19 during the public health emergency and recovery; and an emergency ordinance (Ordinance No. 2020-082) extending certain emergency ordinances related to COVID-19, all of which will expire July 15, 2020; and,

**WHEREAS**, on June 26, 2020, Governor McMaster issued an Executive Order (2020-42) declaring a new state of emergency, which was the eighth (8<sup>th</sup>) state of emergency in our state; and,

**WHEREAS**, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a dramatic rate; the number of cases in South Carolina as of July 7, 2020 is 47,352 with 846 deaths, including 6,073 cases in Charleston County with 41 deaths and 1,703 cases in Berkeley County with 24 deaths; and,

**WHEREAS**, on July 11, 2020, the Governor issued Executive Order (2020-44) declaring the ninth (9<sup>th</sup>) state of emergency in South Carolina; and,

**WHEREAS**, on July 14, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until July 31, 2020 based on the continuing threat to our community from the risk of exposure to COVID-19; and,

**WHEREAS**, acting in response to the continuing threat to public health and safety from COVID-19, City Council passed an emergency ordinance (Ordinance No. 2020-085) extending certain ordinances related to COVID-19 to July 31, 2020, and further amending the previously passed emergency ordinance on face coverings by clarifying the scope of the face covering requirements, limiting indoor occupancy for bars and restaurants, and prohibiting amplified music in bars and restaurants after 9:00 p.m. (Ordinance No. 2020-086); and,

**WHEREAS**, as of July 21, 2020, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a staggering rate; with 73,337 cases reported in the state with 1,221 deaths, including 9,785 cases in Charleston County with 103 deaths and 3,092 cases in Berkeley County with 37 deaths; and,

**WHEREAS**, on July 28, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until August 20, 2020 based on the continuing threat to our community from the risk of exposure to COVID-19; and,



**WHEREAS**, on August 10, 2020, the Governor issued Executive Order (2020-53) declaring the eleventh (11<sup>th</sup>) state of emergency in South Carolina; and,

**WHEREAS**, as of August 11, 2020, DHEC identified at least 101,000 confirmed cases of COVID-19 in South Carolina, including 2,049 deaths due to COVID-19; this includes 12,377 confirmed cases in Charleston County with 196 deaths and 4,186 confirmed cases in Berkeley County with 67 deaths; and,

**WHEREAS**, as of August 18, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until September 25, 2020 based on the continuing threat of COVID-19 to the community and City Council took steps to continue various emergency ordinances in response to COVID-19 (Ordinance No. 2020-099 and 2020-100); and,

**WHEREAS**, on August 25, 2020 and September 9, 2020, the Governor issued Executive Orders 2020-56 and 2020-59, respectively, declaring the 12<sup>th</sup> and 13<sup>th</sup> state of emergency in South Carolina; and,

**WHEREAS**, as of September 14, 2020, DHEC identified at least 132,680 confirmed cases of COVID-19 in South Carolina, including 3,077 deaths; this includes 15,167 confirmed cases in Charleston County with 253 deaths and 5,203 confirmed cases in Berkeley County with 87 deaths; and,

**WHEREAS**, on September 22, 2020, in response to the continuing public health emergency, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the city and City Council approved amendments to the City's Emergency Ordinance No. 2020-100 to prohibit amplified music in bars and restaurants after 11 pm and also extended certain emergency ordinances related to addressing COVID-19 and its impacts on the community (Ordinance Nos. 2020-129 and 2020-130); and,

**WHEREAS**, on September 24, 2020 and October 9, 2020, the Governor issued Executive Orders 2020-62 and 2020-65, respectively, declaring the 14<sup>th</sup> and 15<sup>th</sup> state of emergency in the state; and,

**WHEREAS**, on October 13, 2020, City Council amended Emergency Ordinance No. 2020-100 to incorporate the restrictions and conditions on bars and restaurant operations set forth in Governor McMaster's Executive Order No. 2020-63 (Ordinance No. 2020-134) and extended Emergency Ordinance No. 2020-60 related to continuing outdoor dining areas and sidewalk dining by temporarily superseding and replacing conflicting provisions of the City's zoning ordinances or regulations; and,

**WHEREAS**, as of October 19, 2020, DHEC identified at least 134,135 confirmed cases of COVID-19 in South Carolina, including 3,650 deaths; this includes 16,628 confirmed cases in Charleston County with 271 deaths and 5,815 confirmed cases in Berkeley County with 93 deaths; and,

**WHEREAS**, until the threats posed by COVID-19 to persons, to businesses, and to the public health, safety and welfare of this city are neutralized, emergency conditions exist which require our taking steps to continue to minimize the risk of exposure in public, limit the spread of infection in the community, and limit the burdens on the health care delivery system; and,

**WHEREAS**, the City is authorized to undertake and coordinate all necessary and reasonable activities for this emergency response, to take all appropriate actions required to alleviate the effects of the coronavirus disaster emergency, including action following the guidelines of the CDC and the DHEC, to and in the aid of essential public services, and to take any other lawful emergency response or action deemed necessary to protect the public health, safety, and welfare of the City of Charleston.

**NOW, THEREFORE**, I John J. Tecklenburg, Mayor and Chief Executive Officer of the City of Charleston, South Carolina in consultation with and the agreement of the City Council of Charleston, in furtherance of the public health, safety and welfare and based on evolving medical and scientific information do hereby declare effective immediately that the local state of emergency shall continue until November 30, 2020. I further state that I will evaluate the continuing need for this declaration prior to its expiration.

Ratified in City Council this \_\_\_\_ day of \_\_\_\_\_ in the Year of Our Lord, 2020, and in the \_\_\_\_th Year of the Independence of the United States of America.

By: \_\_\_\_\_  
John J. Tecklenburg  
Mayor, City of Charleston

ATTEST: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



**EMERGENCY ORDINANCE  
EXTENDING CERTAIN EMERGENCY ORDINANCES  
RELATED TO COVID-19**

**Section 1.** Findings. City Council does hereby make the following findings:

**WHEREAS**, on March 16, 2020, Mayor John J. Tecklenburg declared a local state of emergency in the City of Charleston based on a determination that in furtherance of public health and safety that the City take all necessary steps to protect the citizens from increased risk of exposure to COVID-19; and,

**WHEREAS**, on March 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-038) to prohibit consumer price gouging on all commodities in the City of Charleston with limited exceptions; and,

**WHEREAS**, on March 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-039) to prohibit gatherings of 50 people or more; amend on March 19, 2020, by temporary emergency ordinance, Ordinance No. 2020-39(a), reducing the size of public gatherings to less than 10 people; and,

**WHEREAS**, on March 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-040) suspending the requirements of Section 2-23(f) of the Code of the City of Charleston requiring the physical presence of Councilmembers at City Council meetings and committee meetings to permit participation by video conferencing or other virtual means to slow the spread of COVID-19; and,

**WHEREAS**, on March 20, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-041) to temporarily suspend the accrual of the City's business license penalties for sixty days, to suspend enforcement of the City's plastic bag ban for sixty days, and to suspend the City's chauffeur's license renewal requirements issued between March 18, 2019 and April 1, 2019 for an additional sixty days; and,

**WHEREAS**, on March 24, 2020, City Council ratified a temporary emergency ordinance, "Stay at Home Ordinance" (Ordinance No. 2020-042) requiring individuals to stay in their homes and not travel or congregate in the streets of Charleston except for purposes of working at or conducting business with an essential business or engaging in individual outdoor recreational activities; and,



**WHEREAS**, on March 26, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-046), amending the Consolidated Plan for reallocation of CDBG funds to provide funding for public services and temporary living quarters to persons who are homeless or vulnerable due to COVID-19; and,

**WHEREAS**, on March 27, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-047), extending the due date for filing and remittance of hospitality taxes for February and March to May 13, 2020; and,

**WHEREAS**, on April 1, 2020, City Council repealed Stay at Home Ordinance No. 2020-042 and ratified a second Stay at Home Ordinance (Ordinance No. 2020-048) which included provisions contained in Governor McMaster's Executive Orders regarding dispersing of crowds (Ex. Order 2020-13); quarantining of individuals from New York, New Jersey, and Connecticut (Ex. Order 2020-14); closing of beaches and boat landings (Ex. Order 2020-16); and closing of non-essential businesses (Ex. Order 2020-17); and,

**WHEREAS**, on April 6, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-049) to provide for temporary procedures for public hearings; and,

**WHEREAS**, on April 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-051) to prohibit open burning; and,

**WHEREAS**, on April 22, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-052) on decreasing the risk of exposure to COVID-19 in retail businesses; and,

**WHEREAS**, on April 30, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-056) to amend Chapter 54 of the Code of the City of Charleston (zoning ordinance) by amending design review district section 54-268.c to allow affordable housing developments to be approved by the administrative officer; and,

**WHEREAS**, on May 12, 2020, City Council readopted five of the temporary emergency ordinances, such ordinances which are now set to expire on May 31, 2020 (Ordinance No. 2020-59); and,

**WHEREAS**, on May 12, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-060) to authorize the use of new or additional space for outdoor dining, and a temporary emergency ordinance (Ordinance No. 2020-061) urging, among other matters, for residents and visitors to stay in their homes, such ordinance to expire on May 31, 2020; and,

**WHEREAS**, on May 27, Governor McMaster issued an Executive Order (2020-38) declaring an additional sixth (6<sup>th</sup>) State of Emergency, extending the State of Emergency to control the spread of COVID-19 and lessen its impacts on portions of the State's population; and,

**WHEREAS**, on May 28, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until June 30, 2020; and,

**WHEREAS**, on May 28, 2020, City Council passed an emergency ordinance extending certain emergency ordinances until June 30, 2020 (Ordinance No. 2020-068); and also amending the emergency ordinance on decreasing the risk of exposure to COVID-19 in retail businesses (Ordinance No. 2020-069) and replacing the stay at home ordinance with a new stay at home ordinance (Ordinance No. 2020-070); and,

**WHEREAS**, on June 11, 2020, Governor McMaster issued an Executive Order (2020-40) declaring an additional seventh (7th) state of emergency, extending the State of Emergency to authorize the continued use of extraordinary measure to meet the threat of COVID-19 and “the evolving nature and scope of this public health emergency....”; and further modifying prior orders relating to organized events or public gatherings on state or local government property and to retail stores required to follow certain emergency rules and restrictions; and further permitting previously deemed “non-essential” businesses operating as bowling alleys to re-open for access and use by the public; and,

**WHEREAS**, as of June 17, 2020, the total number of cases infected with COVID-19 in South Carolina was 19,990 with 607 deaths, including 1,230 cases in Charleston County with 16 deaths and 427 cases in Berkeley County with 19 deaths; and,

**WHEREAS**, on June 25, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until July 15, 2020; and,

**WHEREAS**, on June 25, 2020, City Council passed an emergency ordinance (Ordinance No. 2020-083), temporarily suspending the accrual of the City’s business license late fees; an emergency ordinance (Ordinance No. 2020-084), requiring persons to wear face coverings in certain circumstances in the city of Charleston to reduce the risk of exposure to COVID-19 during the public health emergency and recovery; and, an emergency ordinance (Ordinance No. 2020-086) extending certain emergency ordinances related to COVID-19; and,

**WHEREAS**, on June 26, 2020, Governor McMaster issued an Executive Order (2020-42) declaring a new state of emergency, which was the eighth (8<sup>th</sup>) state of emergency in our state; and,

**WHEREAS**, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a dramatic rate; the number of cases in South Carolina as of July 7, 2020 is 47,214 with 838 deaths, including 6,072 cases in Charleston County with 41 deaths and 1,703 cases in Berkeley County with 24 deaths; and,

**WHEREAS**, on July 11, 2020, the Governor issued Executive Order (2020-44) declaring the ninth (9<sup>th</sup>) state of emergency in South Carolina; and,

**WHEREAS**, on July 14, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until July 31, 2020 based on the continuing threat to our community from the risk of exposure to COVID-19; and,

**WHEREAS**, acting in response to the continuing threat to public health and safety from COVID-19, City Council passed an emergency ordinance (Ordinance No. 2020-085) extending certain ordinances related to COVID-19 to July 31, 2020, and further amending the previously passed emergency ordinance on face coverings by clarifying the scope of the face covering requirements, limiting indoor occupancy for bars and restaurants, and prohibiting amplified music in bars and restaurants after 9:00 p.m. (Ordinance No. 2020-086); and,

**WHEREAS**, as of July 21, 2020, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a staggering rate; with 73,337 cases reported in the state with 1,221 deaths, including 9,785 cases in Charleston County with 103 deaths and 3,092 cases in Berkeley County with 37 deaths; and,

**WHEREAS**, acting in response to the continuing threat to public health and safety from COVID-19, City Council passed an emergency ordinance (Ordinance No. 2020-085) extending certain ordinances related to COVID-19 to July 31, 2020, and further amending the previously passed emergency ordinance on face coverings by clarifying the scope of the face covering requirements, limiting indoor occupancy for bars and restaurants, and prohibiting amplified music in bars and restaurants after 9:00 p.m. (Ordinance No. 2020-086); and,

**WHEREAS**, as of July 21, 2020, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a staggering rate; with 73,337 cases reported in the state with 1,221 deaths, including 9,785 cases in Charleston County with 103 deaths and 3,092 cases in Berkeley County with 37 deaths; and,

**WHEREAS**, on July 28, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until August 20, 2020 based on the continuing threat to our community from the risk of exposure to COVID-19 and City Council passed an emergency ordinance extending certain ordinances related to COVID-19 to August 20, 2020 (Ordinance No. 2020- 090), and amending the face covering ordinance (Ordinance No. 2020-91); and,

**WHEREAS**, on August 10, 2020, the Governor issued Executive Order (2020-53) declaring the eleventh (11<sup>th</sup>) state of emergency in South Carolina; and,

**WHEREAS**, as of August 11, 2020, DHEC identified at least 101,000 confirmed cases of COVID-19 in South Carolina, including 2,049 deaths due to COVID-19; this includes 12,377 confirmed cases in Charleston County with 196 deaths and 4,186 confirmed cases in Berkeley County with 67 deaths; and,

**WHEREAS**, as of August 18, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until September 25, 2020 based on the



continuing threat of COVID-19 to the community and City Council took steps to continue various emergency ordinances in response to COVID-19 (Ordinance Nos. 2020-099 and 2020-100); and,

**WHEREAS**, on August 25, 2020 and September 9, 2020, the Governor issued Executive Orders 2020-56 and 2020-59, respectively, declaring the 12<sup>th</sup> and 13<sup>th</sup> state of emergency in South Carolina; and,

**WHEREAS**, as of September 14, 2020, DHEC identified at least 132,680 confirmed cases of COVID-19 in South Carolina, including 3,077 deaths; this includes 15,167 confirmed cases in Charleston County with 253 deaths and 5,203 confirmed cases in Berkeley County with 87 deaths; and,

**WHEREAS**, on September 22, 2020, in response to the continuing public health emergency, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the city and City Council approved amendments to the City's Emergency Ordinance No. 2020-100 to prohibit amplified music in bars and restaurants after 11 pm and also extended certain emergency ordinances related to addressing COVID-19 and its impacts on the community (Ordinance Nos. 2020-129 and 2020-130); and,

**WHEREAS**, on September 24, 2020 and October 9, 2020, the Governor issued Executive Orders 2020-62 and 2020-65, respectively, declaring the 14<sup>th</sup> and 15<sup>th</sup> state of emergency in the state; and,

**WHEREAS**, on October 13, 2020, City Council amended Emergency Ordinance No. 2020-100 to incorporate the restrictions and conditions on bars and restaurant operations set forth in Governor McMaster's Executive Order No. 2020-63 (Ordinance No. 2020-134) and extended Emergency Ordinance No. 2020-60 related to continuing outdoor dining areas and sidewalk dining by temporarily superseding and replacing conflicting provisions of the City's zoning ordinances or regulations; and,

**WHEREAS**, as of October 19, 2020, DHEC identified at least 134,135 confirmed cases of COVID-19 in South Carolina, including 3,650 deaths; this includes 16,628 confirmed cases in Charleston County with 271 deaths and 5,815 confirmed cases in Berkeley County with 93 deaths; and,

**WHEREAS**, based on the continuing nature of the pandemic and the need for City Council to respond with flexibility to the public health emergency as it evolves, it is necessary to extend certain temporary emergency ordinances, now set to expire.

**Section 2.** The following temporary emergency ordinances are ratified and shall expire on November 30, 2020:

- 2020-038 - Emergency Ordinance prohibiting consumer price gauging.
- 2020-040 - Emergency Ordinance suspending the requirement of physical presence of councilmembers at Council meetings/permitting telephone/virtual attendance.

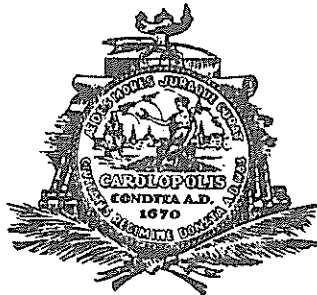
- 2020-049 - Emergency Ordinance regarding temporary procedures for public hearings.
- 2020-056 - Emergency Ordinance on allowing affordable housing units to be approved by the Administrative Officer.
- 2020-069 - Emergency Order on Decreasing Risk of Exposure to COVID-19 in Retail Businesses.
- 2020-092 - Emergency Order requiring parade permit for 25 or more persons.

**Section 3.** This Ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of  
\_\_\_\_\_ in the Year of Our Lord,  
2020, and in the \_\_\_\_th Year of the Independence  
of the United States of America.

By: \_\_\_\_\_  
John J. Tecklenburg  
Mayor, City of Charleston

ATTEST: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



Ratification  
Number \_\_\_\_\_

## A N O R D I N A N C E

TO AMEND THE CODE OF THE CITY OF CHARLESTON, SOUTH CAROLINA, CHAPTER 21, TO ADD A NEW SECTION THERETO TO PROHIBIT THE SAMPLING OF FOOD, DRINK, AND NON-CONSUMABLE PRODUCTS TO PEDESTRIANS ON THE PUBLIC RIGHT-OF-WAY IN THE CENTRAL BUSINESS DISTRICT.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS IN CITY COUNCIL ASSEMBLED:

**Section 1.** Chapter 21, Section 51 of the Code of the City of Charleston is hereby amended by adding thereto a new Subparagraph (g)(5) which shall read as follows:

"(5) Sampling.

The act of casting throwing, depositing, placing, posting, affixing, circulating or distributing, or causing to be cast, thrown, deposited, placed, posted or affixed, circulated or distributed any free product, free merchandise, or free sample of a product or merchandise for the purpose of advertising merchandise, commodity, property, trade, business service, service, art or skill from or upon any sidewalk or building:

- i) on King Street between Line Street and Broad Street;
- ii) on streets crossing King Street for one (1) block in either direction of King Street between and including Line Street and Broad Street;
- iii) on North and South Market Streets, between King Street and East Bay Street; and,
- iv) on Streets crossing North and South Market Streets for one (1) block in either direction from North and South Market Streets between and including King and East Bay Street."

**Section 4.** This Ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of \_\_\_\_\_  
in the Year of Our Lord, 2020,  
and in the \_\_\_\_<sup>th</sup> Year of the Independence of  
the United States of America

\_\_\_\_\_  
John J. Tecklenburg, Mayor

ATTEST:

\_\_\_\_\_  
Jennifer Cook,  
Interim Clerk of Council





## A RESOLUTION

AUTHORIZING THE MAYOR TO REQUEST THAT THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ("SCDOT") REMOVE FROM THE SECONDARY HIGHWAY SYSTEM A PORTION OF SAINT PHILIP STREET RUNNING SOUTHEASTERLY FROM A DEAD END AT THE SEPTIMA P. CLARK PARKWAY (US HIGHWAY 17) TO THE NORTHWESTERN RIGHT-OF-WAY LINE OF SHEPPARD STREET (THE "PROPERTY"); AUTHORIZING THE MAYOR TO EXECUTE ALL NECESSARY DOCUMENT TO ACCEPT FROM SCDOT MAINTENANCE RESPONSIBILITY AND TITLE TO THE PROPERTY; AND SETTING A PUBLIC HEARING FOR THE CLOSING AND ABANDONMENT OF THE PROPERTY BY THE CITY.

BE IT RESOLVED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Mayor is hereby authorized to request that the South Carolina Department of Transportation ("SCDOT") remove from the secondary highway system the portion of Saint Philip Street running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street, said portion of Saint Philip Street being more particularly shown on Exhibit A, attached hereto and incorporated herein by reference (the "Property").

Section 2. That the Mayor is hereby authorized to execute all necessary documents on behalf of the City to accept maintenance responsibility from SCDOT for the Property and to accept title to the Property from SCDOT by quit claim deed or otherwise.

Section 3. That a public hearing be set to close and abandon the Property.

Adopted in City Council this \_\_\_\_ day of  
\_\_\_\_ in the year of Our Lord, 2020, in the  
\_\_\_\_ Year of the Independence of the United States  
of America.

By: \_\_\_\_\_  
John J. Tecklenburg, Mayor

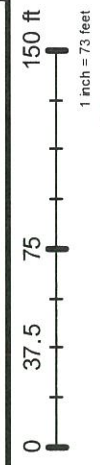
ATTEST: By: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council





## Charleston County SC

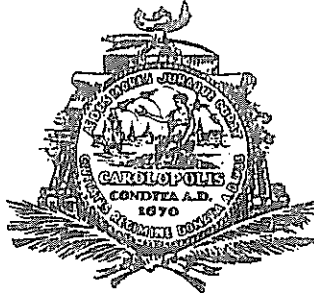
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**Note:** The Charleston County makes every effort possible to produce the most accurate information. The layers contained in the map service are for information purposes only. The Charleston County makes no warranty, express or implied, nor any guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the information provided. The County explicitly disclaims all representations and warranties. The reader agrees to hold harmless the Charleston County for any cause of action and costs associated with any causes of action which may arise as a consequence of the County providing this information.

Author: Charleston County SC  
Date: 10/15/2020





Ratification  
Number \_\_\_\_\_

## A N O R D I N A N C E

AUTHORIZING THE MAYOR TO EXECUTE QUIT CLAIM DEEDS AND ANY OTHER NECESSARY DOCUMENTS, APPROVED AS TO FORM BY THE OFFICE OF CORPORATION COUNSEL, TO THE OWNERS OF THOSE PROPERTIES ABUTTING EACH SIDE OF THE PORTION OF SAINT PHILIP STREET RUNNING SOUTHEASTERLY FROM A DEAD END AT THE SEPTIMA P. CLARK PARKWAY (US HIGHWAY 17) TO THE NORTHWESTERN RIGHT-OF-WAY LINE OF SHEPPARD STREET.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Mayor is hereby authorized to execute on behalf of the City quit claim deeds and other necessary documents to the owners of the properties abutting each side of the portion of Saint Philip Street running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street (the "Property"), conveying to such owners one-half of the width of said portion of Saint Philip Street as said portion of Saint Philip Street abuts each owner's property, subject to any and all easements and utilities, whether or not such easements and utilities have been recorded.

Section 2. The form of the quit claim deeds and other necessary documents referenced in Section 1 of this Ordinance shall be subject to the approval of the City's Office of Corporation Counsel.

Section 3. This Ordinance shall become effective upon the last of the following events: (1) receipt by the City from the abutting owners of all applicable fees, including but not limited to recording fees associated with the conveyance of the Property; (2) the adoption by City Council of an ordinance zoning the Property; (3) the recording of a quitclaim deed or other evidence of title for the Property from the South Carolina Department of Transportation to the City; and (4) the adoption by City Council of a resolution closing and abandoning the Property.

Ratified in City Council this \_\_\_\_ day of  
\_\_\_\_ in the year of Our Lord, \_\_\_\_\_, in the  
\_\_\_\_ Year of the Independence of the United States  
of America.

By: \_\_\_\_\_  
John J. Tecklenburg, Mayor

ATTEST: By: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council





### A RESOLUTION

TO SET A PUBLIC HEARING TO CLOSE AND ABANDON A PORTION OF FARR STREET, FORMERLY KNOWN AS PIERCE STREET, BY THE CITY.

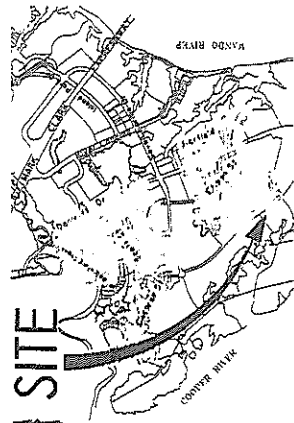
BE IT RESOLVED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That a public hearing be set to close and abandon a portion of Farr Street, formerly known as Pierce Street, as shown on Exhibit 1, attached hereto and incorporated herein by reference.

Adopted in City Council this \_\_\_\_ day of  
\_\_\_\_ in the year of Our Lord, 2020, in the  
\_\_\_\_ Year of the Independence of the United States  
of America.

By: \_\_\_\_\_  
John J. Tecklenburg, Mayor

ATTEST: By: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



**SITE**

**VICINITY MAP** not to scale

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**EXHIBIT OF  
A PORTION OF  
CITY OF CHARLESTON  
RIGHT-OF-WAY  
TO BE ABANDONED**

CITY OF CHARLESTON  
BERKELEY COUNTY, SOUTH CAROLINA

prepared for  
**DANIEL ISLAND ASSOCIATES, LLC**

**THOMAS & HUTTON**  
Engineering | Surveying | Planning | GIS | Consulting

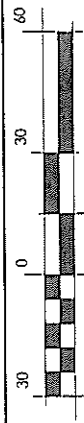
682 Johnnie Dodds Blvd., Suite 100  
PO Box 1522  
M1, Pleasant, SC 29465-1522  
p 843.849.0200 f 843.849.0203

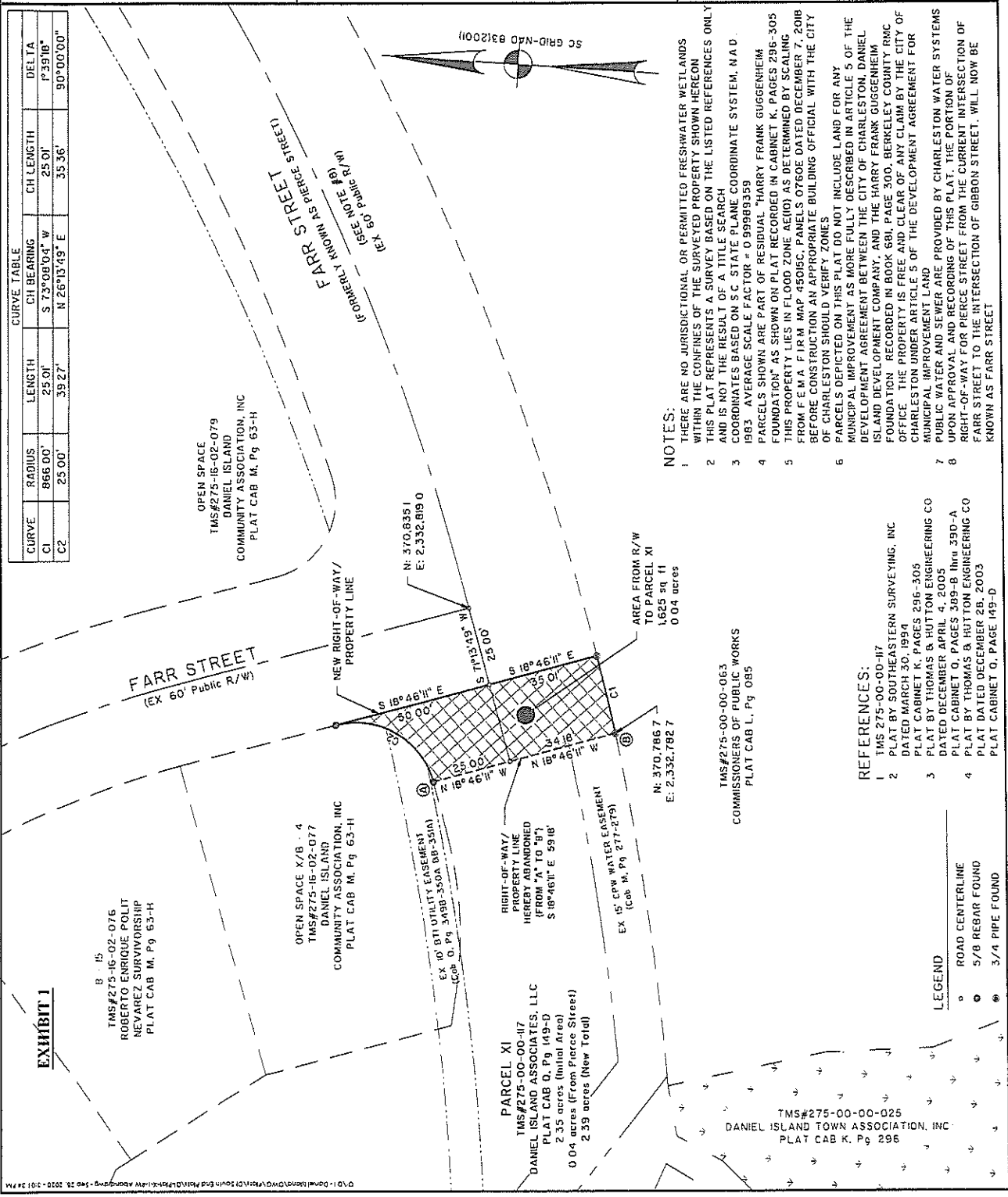
www.thomashutton.com

plat drawn reviewed  
9/28/2020 fre pag  
job 24862.0000

1 OF 1

1 INCH = 30 FEET







Ratification  
Number \_\_\_\_\_

## A N O R D I N A N C E

AUTHORIZING THE MAYOR TO EXECUTE A QUIT CLAIM DEED AND ANY OTHER NECESSARY DOCUMENTS, APPROVED AS TO FORM BY THE OFFICE OF CORPORATION COUNSEL, TO CONVEY A PORTION OF FARR STREET, FORMERLY KNOWN AS PIERCE STREET, TO DANIEL ISLAND ASSOCIATES L.L.C.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Mayor is hereby authorized to execute on behalf of the City a quit claim deed and other necessary documents to convey to Daniel Island Associates L.L.C. a portion of Farr Street, formerly known as Pierce Street, as shown on Exhibit 1 (the "Property"), subject to any and all easements and utilities, including but not limited to drainage easements and facilities, whether or not such easements and utilities have been recorded.

Section 2. The form of the quit claim deed and other necessary documents referenced in Section 1 of this Ordinance shall be subject to the approval of the City's Office of Corporation Counsel.

Section 3. This Ordinance shall become effective upon the last of the following events: (1) receipt by the City from Daniel Island Associates L.L.C. of all applicable fees, including but not limited to recording fees, associated with the conveyance of the Property; (2) the adoption by City Council of a resolution closing and abandoning the Property.

Ratified in City Council this \_\_\_\_ day of  
\_\_\_\_ in the year of Our Lord, \_\_\_\_\_, in the  
\_\_\_\_ Year of the Independence of the United States  
of America.

By: \_\_\_\_\_  
John J. Tecklenburg, Mayor

ATTEST: By: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



NOTES

1 THERE ARE NO JURISDICTIONAL OR PERMITTED FRESHWATER WETLANDS  
2 WITHIN THE COAPINES OF THE SURVEYED PROPERTY SHOWN HEREON.  
3 THIS PLAT REPRESENTS A SURVEY BASED ON THE LISTED REFERENCES ONLY  
4 AND IS NOT THE RESULT OF A TITLE SEARCH  
5 COORDINATES BASED ON S.C. STATE PLANE COORDINATE SYSTEM NAD  
6 1983 - AVERAGE SCALE FACTOR 1.00998709  
7 PARCELS SHOWN ARE PART OF RESIDENT "HARRY FRANK BURGHEIMER  
8 FOUNDATION" AS SHOWN ON PLAT RECORDED IN CARNET R. PAGES 296-306  
9 THIS PROPERTY LIES IN BLOCK 450 AND 450A AS DETERMINED BY SCALING  
10 FROM E.M.A. FIRM MAP 45050C. PARCELS 0760E DATED DECEMBER 7 23RD  
11 BEFORE CONSTRUCTION. AN APPROPRIATE BUILDING OFFICIAL WITH THE CITY  
12 OF CHARLESTON SHOULD VERIFY ZONES  
13 OF CHARLESTON DEPicted ON THIS PLAT CO NOT IN LURE LAND FOR ANY  
14 MUNICIPAL IMPROVEMENTS AS THERE FULLY DESCRIBED IN PARALLEL 1 OF THE  
15 DEVELOPMENT AGREEMENT BETWEEN THE CITY OF CHARLESTON, DANIEL  
16 ISLAND DEVELOPMENT COMPANY, AND THE HARRY FRANK BURGHEIMER  
17 FOUNDATION RECORDED IN BOOK 68H PLATE 50C. BENEFICIAL CREDIT  
18 OFFICE. THE PROPERTY IS FREE AND CLEAR OF ANY CLAIM BY THE CITY OF  
19 CHARLESTON UNDER ARTICLE 5 OF THE DEVELOPMENT AGREEMENT FOR  
20 MUNICIPAL IMPROVEMENT LAND  
21 PUBLIC WATER AND SEWER ARE PROVIDED BY CHARLESTON WATER SYSTEMS  
22 FOR APPROVAL AND RECORDING OF THIS PLAT. THE PORTION OF  
23 RIGHT-OF-WAY FOR PIECE STREET THROUGH THE CURRENT INTERSECTION OF  
24 FARR STREET TO THE INTERSECTION OF SUBCON STREET, WILL NOW BE  
25 KNOWN AS FARR STREET

CURVE TABLE				
CURVE	RADIUS	LENGTH	CH BEARING	CH LENGTH
C1	866.00'	25.01'	S 73°09'04" W	25.01'
C2	2500'	39.27'	N 26°13'49" E	35.36'



### A RESOLUTION

AUTHORIZING THE CITY TO ACCEPT A REVISED EXCLUSIVE STORMWATER DRAINAGE EASEMENT OVER THAT CERTAIN PROPERTY LOCATED AT 4009 E. AMY LANE (CHARLESTON COUNTY TMS NO. 279-00-00-436).

BE IT RESOLVED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the City is authorized to accept a revised exclusive stormwater drainage easement over that certain property located at 4009 E. Amy Lane (Charleston County TMS No. 279-00-00-436), said revised exclusive stormwater drainage easement being attached hereto and incorporated herein by reference as Exhibit 1.

Section 2. That, in accordance with Sec. 27-18 of the Code of Ordinances of the City of Charleston, the stormwater director and/or the Mayor are authorized to execute all necessary documents to accept the exclusive stormwater drainage easement on behalf of the City.

Adopted in City Council this \_\_\_\_ day of  
\_\_\_\_ in the year of Our Lord, 2020, in the  
\_\_\_\_ Year of the Independence of the United States  
of America.

By: \_\_\_\_\_  
John J. Tecklenburg, Mayor

ATTEST: By: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council

## EXHIBIT 1

STATE OF SOUTH CAROLINA	)	<b>REVISED EXCLUSIVE STORM</b>
	)	<b>WATER DRAINAGE</b>
	)	<b>EASEMENT</b>
COUNTY OF CHARLESTON	)	<b>CITY OF CHARLESTON</b>

This Agreement is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2020, by and between Kelly R. Donahue and Cynthia S. Donahue (collectively, "Grantors") and the City of Charleston, a South Carolina municipality (the "City").

WHEREAS, Grantors own fee simple title to the property described in Exhibit A, attached hereto and incorporated by reference (the "Property");

WHEREAS, the Property is subject to a ten-foot (10') wide, publicly-dedicated drainage easement (the "Drainage Easement") shown and delineated on that certain plat entitled, "FINAL PLAT SHOWING THE VILLAGES PHASE II SUBDIVISION, LOTS 1 THROUGH 76 (24.17 ACRES) OWNED BY PEARLSTINE REAL ESTATE INVESTMENT CO., L.L.C., LOCATED ON JOHNS ISLAND, CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA," by Richard D. Lacey (SCPLS No. 16120), dated June 23, 2004, and recorded September 7, 2004, in Plat Book EH at Page 334 in the ROD Office for Charleston County, South Carolina;

WHEREAS, Grantors desire that the width of the Drainage Easement be revised to accommodate existing structures on the Property, with the portion of the Property encumbered by the Drainage Easement (the "Revised Easement Area") to be as shown as shown on the survey attached hereto and incorporated herein by reference as Exhibit B;

WHEREAS, to avoid the waste associated with moving or demolishing the existing structures on the Property and to create certainty regarding the parties' respective rights to the Revised Easement Area, the City desires to cooperate with the Grantors, subject to the terms and conditions of this Agreement;

NOW, THEREFORE, in consideration of the foregoing and the benefits to be derived to the Property and the City, as set forth in the above-referenced recitals, Grantors have granted, bargained, sold, released and conveyed, and, by these presents, Grantors do hereby grant, bargain, sell, release and convey unto the City of Charleston a revised exclusive and permanent stormwater drainage easement (the "Revised Drainage Easement") within the Revised Easement Area, as shown on Exhibit B, said Revised Drainage Easement being subject to the following terms and conditions:

1. City shall at all times have the right of ingress and egress to the Revised Easement Area for purposes of periodic inspection, maintenance, repair and replacement of the Revised Drainage Easement within the Revised Easement Area.
2. The Revised Drainage Easement shall be commercial in nature and shall run with the land.



3. The City has no obligation to repair, replace or to compensate Grantors for trees, plants, grass, shrubs or other elements damaged or destroyed within the confines of the Revised Easement Area during the conduct of the City's allowable activities as described above.
4. The City has no obligation to repair, replace or compensate Grantors for any adverse impacts to the Property, including the buildings, structures, and other improvements thereon, caused by the reduction in the easement area as described in this Agreement.
5. This Agreement does not impact or impair the rights of third parties, such as the Association or private property owners, if any, in and to the Drainage Easement.
6. Subject to the remaining terms and conditions in this Agreement, the City hereby abandons the portion of the Drainage Easement lying outside the Revised Easement Area.

TO HAVE AND TO HOLD, all and singular, the said before mentioned unto the said CITY OF CHARLESTON, its successors and assigns, against Grantors and their heirs and assigns, and all persons whomsoever lawfully claiming or to claim the same or any part thereof.

**[REMAINDER OF PAGE INTENTIONALLY BLANK]**



IN WITNESS WHEREOF, the City of Charleston has set its Hand and Seal the day and year first above written.

WITNESSES:

CITY OF CHARLESTON

\_\_\_\_\_  
Witness #1  
Print Name: \_\_\_\_\_

\_\_\_\_\_  
By: Matthew Fountain  
Its: Director of Stormwater Management

\_\_\_\_\_  
Witness #2  
Print Name: \_\_\_\_\_

STATE OF SOUTH CAROLINA    )  
  )  
COUNTY OF CHARLESTON    )    ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me (the undersigned notary) by Matthew Fountain, the Director of Stormwater Management for the City of Charleston, a South Carolina municipality, on this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

Signature: \_\_\_\_\_  
Notary Public for South Carolina  
Print Name of Notary: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_  
SEAL OF NOTARY

**[REMAINDER OF PAGE INTENTIONALLY BLANK]**



## **EXHIBIT A**

### **[DESCRIPTION OF THE PROPERTY]**

All that certain piece, parcel, or lot of land situate, lying, and being in the City of Charleston, Charleston County, South Carolina, shown and designated as “**Lot 2**, 9,450 Sq. Ft., 0.22 Acres,” on that certain plat entitled, “FINAL PLAT SHOWING THE VILLAGES PHASE II SUBDIVISION, LOTS 1 THROUGH 76 (24.17 ACRES) OWNED BY PEARLSTINE REAL ESTATE INVESTMENT CO., L.L.C., LOCATED ON JOHNS ISLAND, CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA,” by Richard D. Lacey (SCPLS No. 16120), dated June 23, 2004, and recorded September 7, 2004, in Plat Book EH at Page 334 in the ROD Office for Charleston County, South Carolina, said piece, parcel, or lot of land butting and bounding, measuring and containing, and having such courses and distances as are shown on said plat, reference to which is craved for a more complete and accurate legal description.

**[REMAINDER OF PAGE INTENTIONALLY BLANK]**





Ratification  
Number \_\_\_\_\_

# AN ORDINANCE

TO AMEND CHAPTER 54 OF THE CODE OF THE CITY OF CHARLESTON (ZONING ORDINANCE) BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, TO INCLUDE WITHIN THE SHEPPARD STREET PUD, ESTABLISHED BY ORDINANCE NO. 2020-125, A PORTION OF THE RIGHT-OF-WAY FOR SAINT PHILIP STREET, RUNNING SOUTHEASTERLY FROM A DEAD END AT THE SEPTIMA P. CLARK PARKWAY (US HIGHWAY 17) TO THE NORTHWESTERN RIGHT-OF-WAY LINE OF SHEPPARD STREET (UNZONED RIGHT-OF-WAY) (COUNCIL DISTRICT 3), WITH THE PLANNED UNIT DEVELOPMENT GUIDELINES ATTACHED TO ORDINANCE NO. 2020-125 TO SERVE AS THE DEVELOPMENT PLAN FOR SUCH PROPERTY.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, SOUTH CAROLINA, IN CITY COUNCIL ASSEMBLED:

Section 1. That Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) is hereby amended by changing the zone map, which is part thereof, to include the property described in Section 2 (the "Property") within the Sheppard Street PUD, established by Ordinance No. 2020-125, with the Planned Unit Development Guidelines attached to Ordinance No. 2020-125 (the "PUD Guidelines") to serve as the development plan for the Property.

Section 2. That the Property is described as follows:

A portion of the right-of-way for Saint Philip Street, running southeasterly from a dead end at the Septima P. Clark Parkway (US Highway 17) to the northwestern right-of-way line of Sheppard Street, being an unzoned right-of-way, as shown on the map attached hereto and incorporated herein by reference as Exhibit A.

Section 3. That the Property is included within the "MIXED USE AREA" of the Land Use Plan, attached as Exhibit 4 to the PUD Guidelines.

Section 4. This ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of \_\_\_\_\_ in the Year of Our Lord, \_\_\_\_\_, in the \_\_\_\_ Year of the Independence of the United States of America.

By: \_\_\_\_\_  
John J. Tecklenburg  
Mayor

ATTEST: \_\_\_\_\_  
Jennifer Cook  
Interim Clerk of Council



## ZONING

a portion of Saint Philip St (Peninsula)

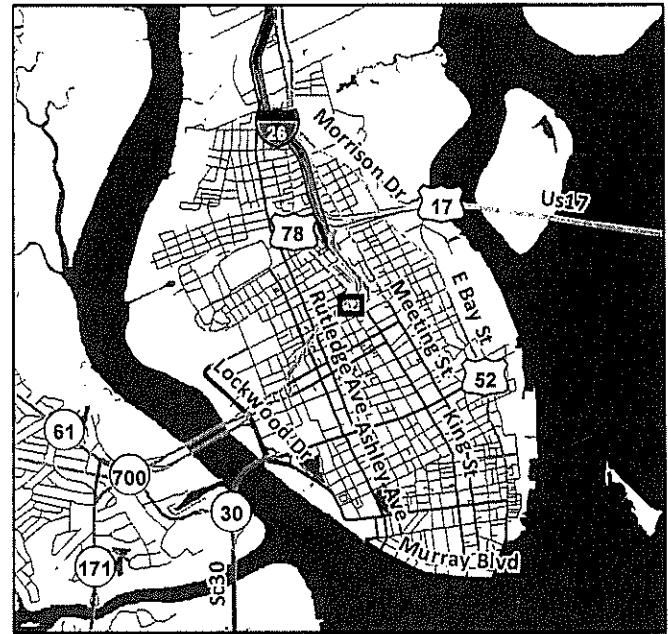
previously unzoned right-of-way

Request zoning of previously unzoned right-of-way  
to be included within the Sheppard St PUD.

Owner: abandoned SCDOT right-of-way

Applicant: City of Charleston

Area



Location

